

VOL. IX. NO. 4.

APRIL, 1891.

Members of the  
DULUTH CLEARING HOUSE ASSOCIATION.

	CAPITAL.	SURPLUS.
First National Bank,	\$1,000,000	\$150,000
Marine National Bank,	250,000	8,000
National Bank of Commerce,	100,000	8,000
Security Bank, - -	100,000	15,000
State Bank, - -	100,000	25,000
American Exchange Bank,	\$325,000	\$250,000

**THE ILLUSTRATED MONTHLY**

**NORTHWEST**

**MAGAZINE**

DEVOTED TO

WESTERN INTERESTS

AND

PROGRESS.

ST. PAUL, MINN.

E.V. SMALLER Editor & Publisher

Price. 20 Cents.

**Great Falls** has Water, Water Power, Coal, Iron, Gold, Silver, Copper and Lead Ores,  
and is becoming the largest Manufacturing Town in the Northwest.  
Land is still cheap and I have bargains. Write me. **T. GAHAGAN,**

**GREAT FALLS, MONT.**

GEO. WESTINGHOUSE, Jr., President.  
W. W. CARD, Secretary.

JOHN CALDWELL, Treasurer.  
H. H. WESTINGHOUSE, General Manager.

T. W. WELSH, Superintendent.  
S. H. SPRAGUE, Assistant Secretary.

## THE WESTINGHOUSE AIR BRAKE CO., WILMERDING, PA., U. S. A.,

MANUFACTURERS OF THE

*Westinghouse Automatic Brake,*

*Westinghouse Automatic Freight Brake,*

*Westinghouse Locomotive Driver Brake.*

The "AUTOMATIC" has proved itself to be the most efficient train and safety brake known. Its application is instantaneous; it can be operated from any car in train, if desired, and should the train separate, or a hose or pipe fail, it applies automatically. A GUARANTEE is given customers against loss from PATENT SUITS on the apparatus sold them.

FULL INFORMATION FURNISHED ON APPLICATION.

The Automatic Freight Brake is essentially the same apparatus as the Automatic Brake for passenger cars, except that the various parts are so combined as to form practically one piece of mechanism, and is sold at a very low price. The saving in accidents, flat wheels, brakemen's wages, and the increased speed possible with perfect safety, will repay the cost of its application within a very short time.

The Westinghouse Automatic Brake is now in use on 20,000 engines and 240,000 cars. This includes 140,000 freight cars, which is about 15 per cent. of the entire freight car equipment of the country. Orders have been received for 80,000 of the improved quick action brakes since December, 1887.

## The Q. & C. Company, DUNHAM MANUFACTURING CO.,

Successors to

Incorporated 1886.

MANUFACTURERS OF SPECIALTIES IN

## RAILWAY EQUIPMENT.

SPECIALTIES: Trolley Door, Storm Proof Freight Car Door, Stock Car Door, Baggage Car Door, Fruit Car Door, Globe Ventilators, Servis Railway Tie Plate, Davies Locking Spike. Q. & C. Trolley Door, Consolidated Brake Adjuster.

General Offices: 703-707 Phenix Building, CHICAGO; Equitable Building, 120 Broadway, New York; 61 Imperial Building, Montreal.



**BRAKE SHOES**  
FOR  
OHIO & WESTERN STATES  
MADE BY  
**CONGDON BRAKE SHOE CO.**  
CHICAGO ILL.  
FOR  
OHIO & EASTERN STATES.  
ROSS-MEEHAN SHOES MADE BY  
**RAMAPO IRON WORKS** WILMINGTON, N.Y.  
CONGDON SHOES MADE BY  
**RAMAPO WHEEL & FLY CO.** RAMAPO, N.Y.

H. S. PICKANDS, { Chicago. PICKANDS, MATHER & CO.  
W. L. BROWN, { Cleveland.

**PICKANDS, BROWN & CO.,**

Manufacturers, Importers and Dealers in

**Pig Iron and Iron Ore.**

Pig Iron Department Illinois Steel Co.

607, 1008 & 1011 Rookery Building, - CHICAGO, ILL.

# HIBBARD, SPENCER, BARTLETT & CO.

IMPORTERS AND JOBBERS

Hardware, Tin Plate, Sheet Iron and Metals,

Cutlery, Guns and Sporting Goods, Lamps and Lamp Goods.

NO. 18 20 22 24 26 28 30 & 32 LAKE ST.

**CHICAGO, ILL.**









---

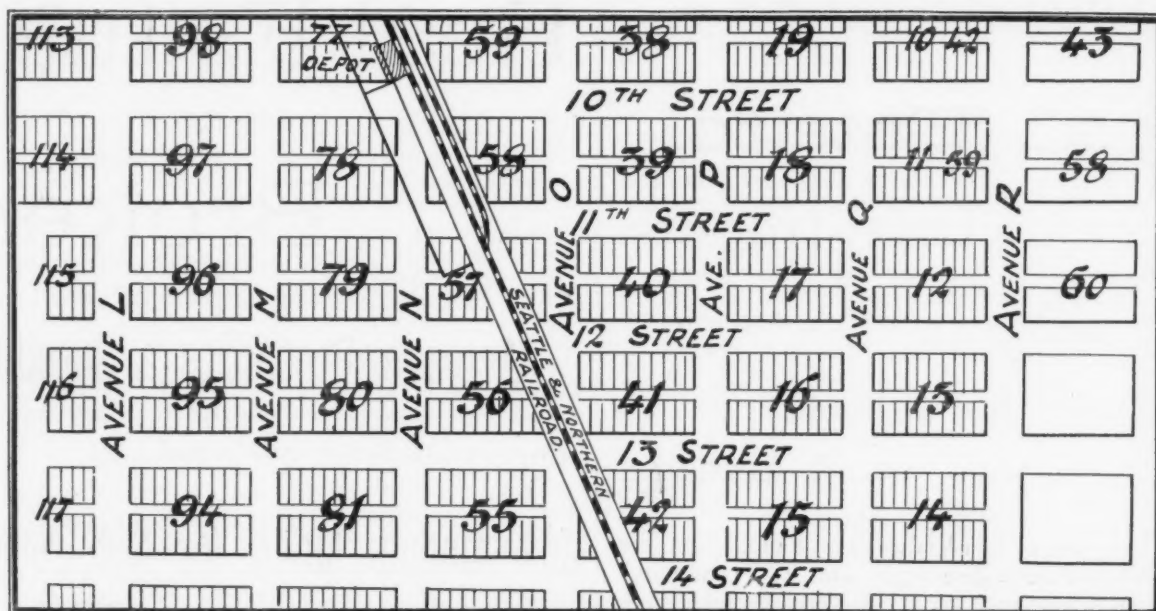
## GOLDEN OPPORTUNITY.

300 choice Lots between 11th and 14th Streets in the heart of the City of ANACORTES.

\$1,000 for corners. \$800 for inside lots. These prices will rule until July 1st, 1891.

Purchase before the price is advanced.

Avenue P is the principal street in the city.



Address all communications to

**COAST COMMERCIAL COMPANY,**

Washington Block, Seattle, Washington.

---

**R. E. WHITNEY,**

**REAL ESTATE BROKER,**

Seventh Street, Bet. P and Q Avenues,

**ANACORTES,**

**WASHINGTON.**

---

City and Acre Property.

---

Choice Buys in Whitney's Addition to Anacortes.

---

Refers by permission to the following bankers: Dexter, Horton & Co. and Boston National Bank, Seattle; W. E. Schricker & Co., La Conner; Jno. M. Platt, Anacortes; First National Bank, Anacortes.

ANACORTES.

GOODWIN, BENEDICT & CO.,

**Real Estate,**  
Loans and Investments.

Business Property,  
Residence Property,  
and Acreage.

Bargains in above property always on hand. Send for pamphlet, "Facts About Anacortes" and "Map of City" free. Correspondence solicited. References furnished.

GOODWIN, BENEDICT & CO.,  
Anacortes, Washington.

P. E. NELSON.

H. C. HOWARD.

NELSON & HOWARD,  
  
Real  
  
Estate  
  
Brokers,

Second Street, Between P and Q,

ANACORTES,

WASH.

MINTER & CO.,

Real Estate  
AND  
Brokers.

Acreage Properties a Specialty.

*Correspondence solicited.*

Investments Made for Non-residents.

MINTER & COMPANY,  
ANACORTES, WASH.

AGRICULTURAL LANDS.

TIMBER LANDS.

STUART, GAGE & CO.,

Real Estate  
AND  
Financial Agents,

ANACORTES, WASH.

REFERENCES:

J. M. Platt, Banker, Anacortes.  
First National Bank, Anacortes.

City Property a Specialty.

# TIDE OF IMMIGRATION

**Estimated at 250,000 for the  
State of Washington  
During 1891.**

**Causes that are Attracting this  
Large Influx of People—Just  
Where They will Locate—  
Development of the Skagit  
Country—The City  
of Anacortes.**

Passenger Agent Fee, of the Northern Pacific Railway, during a conversation recently, stated that he would not be surprised, if, during the year of 1891, 250,000 people were received by the new State of Washington, and he thought that most or them would locate permanently in the State.

These figures are high, and most people would hardly give them credence, yet if the matter is looked into, the causes that attract understood and comparison made with the immigration of preceding years, it will be admitted that this estimate is not likely to be far wrong.

When the tide of settlement and commerce began to flow upward along the Pacific Coast, it was at first, as is usual, with a hesitating movement; but no sooner was the great richness of this vast Northwestern territory thoroughly understood than the immigration and development that followed astonished the conservative East.

Although the masterminds who were in a measure directing and leading the movement recognized the fact that the country immediately tributary to the entrance to Puget Sound was the richest in natural wealth, of the whole territory, and was also the "key," commercially, for shipping both by land and sea, and were in favor of immediately pushing across the mountains a railway, direct from Eastern Washington, the project seemed, to the majority of financiers, so far in advance of the times and present necessity, that for lack of support it fell through. And yet that was but a few years ago, and now all admit the error made in stopping short of the goal.

But, though the first railway to reach the wonderful Puget Sound stopped nearly 100 miles from the sea, immigration pushed up into the promised land to the north, so rapidly that it was not long before lines were not only projected but built up into the country tributary to the archipelago at the entrance to the Sound.

But meanwhile, so rapid had been the settlement and development of the country opened up by the Northern Pacific Railway, that monster cities sprang up within a few years, and many small towns grew into being in a few months.

Acre upon acre of the rich soil was cleared of its wonderful growth of timber, and farms yielding enormous crops took the place of the once almost impenetrable forest.

This entire concentration of energy on the region immediately along the line of the Northern Pacific could not and did not last long, though it was long enough to make the startling figures concerning the growth of such cities as Tacoma and Seattle a fact, and to prove the wonderful worth of the Puget Sound Country.

But that wealthy region in the northwest of the new State, at the entrance to the Sound, was still unopened by rail—still awaiting the development it deserved.

It was in January, 1890, that the arrangement was made that a line of railway from east of the mountains would be run directly through the Skagit Valley and make a sea coast terminus on Fidalgo Island, at the entrance to Puget Sound, close to the Straits of San de Fuca.

The Oregon Improvement Company purchased ample terminal facilities on the northern shore of the island on Ship Harbor, and immediately began the construction of the Seattle & Northern Railway to the east from that point. Other companies, including the McNaught Land and Investment Co., Burrows Bay Improvement Co., the Terminal Syndicate, and other wealthy corporations and individuals, acquired large interests on the island, and in a few months the terminal city of Anacortes was built, at the very point before selected for the terminus of the Northern Pacific Railway.

In the meantime the Seattle, Lake Shore & Eastern road was being pushed further north from Seattle, and in November, 1890, a junction with the Seattle & Northern was formed at Sedro. The Northern Pacific, now fully realizing the importance of capturing this territory, had already secured control of the Lake Shore & Eastern, and now arranged for traffic service over the Seattle & Northern, obtained terminal facilities and property at Anacortes, and on the 26th of November, 1890, the first through train of that great transcontinental system of railways ran into the city on Fidalgo Island. Thus for the first time was the great point of vantage on Puget Sound connected by rail with the Atlantic seaboard.

And now, it could be said that the work of opening up and developing this rich northwest region of the Sound Country had fairly commenced.

The Fairhaven Southern had also been building north toward the boundary to a connection with the New Westminster & Southern, and on February 14, 1891, that junction was completed, and connection by rail with British Columbia established. This will admit, by traffic arrangements already made, the running of trains of the Canadian Pacific into the Sound Country, with a terminus at Anacortes.

But now, too, comes the admission, recently made by a great Northern Pacific official, that that road, in making an entrance into Western Washington, will chose the pass through the mountains at the head of the Skagit Valley, thus coming down through that fertile country and making its terminus at the entrance to the Sound close to the sea.

This will give the Great Northern a more direct route than is now used by its rival, the Northern Pacific—but not for long, as the latter road, it is well known, will build a direct line from Spokane Falls, and the wheat country, across the mountains, through the rich mineral and timber region, across the extensive and fertile flats of the Skagit, to the city on Fidalgo Island.

Nothing definite in regard to the Union Pacific's plans seems to be known, but from indications it seems to be almost certain that they too are planning to traverse the same rich region and gain the entrance to the Sound as early as possible.

And now, in the light of past events, it is predicted and with the best show of reason, that the same causes which attracted immigration to the southern portion of the Puget Sound Country will now attract thousands of people to the much richer region to the north; and the same causes which made great cities of Tacoma and Seattle will operate with even greater results in building up Anacortes and the smaller places near the entrance to the Sound, which will have as a tributary region not only the agricultural, mineral and timber section already spoken of, but by its shorter railway route and its proximity to the sea, draw all the shipping from the wheat fields and agricultural lands of Eastern Washington.

There is, too, that other factor, which must in a very short time be a potent one, so far at least as the growth of the city of Anacortes is concerned; and that is that because of their shorter route, the railways reaching Puget Sound near the sea will very soon be given the foreign traffic, and the shipping interests as they increase will give Anacortes a growth that will be not only great but lasting, and that sort of a growth which contributes most largely to the wealth of a city.

As will be seen by the foregoing there is now more railroad building going on in the northwest section of Washington than in any other part of the State, and by far larger mileage of lines projected which will assuredly be built. It is of course an incontestable fact that the building of railways not only induces immigration, but forms a nucleus of business and commerce about which can grow the future commerce of the country opened up, and furnishes, too, the greatest factor in its up-building—rapid transportation.

So it can be seen the facts as stated above would go to show most conclusively that if like results are to follow from like causes, and in proportion to the strength of those causes, then the estimate, made by a man who is in a position to best judge in the matter, and endorsed by other shrewd railroad men, that there will be during this year an even greater immigration to Washington, and so to Western Washington, than there was during 1890, can not be far wrong. And that immigration will naturally seek the new and richer field for home building and business enterprise now being so thoroughly opened up by railways.

There has already appeared in this magazine a description of this region, so wealthy in mineral, timber and agricultural lands, and something concerning its seaport city, Anacortes.

In the up-building of Anacortes the Northern Pacific, the Oregon Improvement Co. and the McNaught Land and Investment Co., have recently joined their efforts, and with the backing of these powerful corporations, and the business they can and will bring to the city, its prosperity and growth is assured. The tale of Tacoma will undoubtedly be duplicated in the history of Anacortes during the next few years.

In furtherance of the plans of these corporations in regard to Anacortes, the best portion of the townsite of the city, which lies directly on Ship Harbor proper, and which is destined to become the center of the business portion of the city, has lately been put on the market and thousands of dollars expended in improvements. It is known as the Northern Pacific property, and the large sales since it has been put on the market demonstrate that investors and people generally have great faith in the property and the city. On Oakes Avenue alone contracts have been entered into for the erection of fifty or sixty buildings.



## ANACORTES, WASH.,

Is the Rising Commercial City of the Vast Northwest.

It is situated on Fidalgo Island—a peninsula at low tide, surrounded on three sides by excellent harbors and directly in front of the Straits leading to the Pacific Ocean.

ANACORTES is **Twenty-five miles nearer the Pacific Ocean** than Whatcom or Fairhaven and **Sixty miles nearer than Seattle.**

It is the terminus of **THREE RAILROADS**: The Seattle & Northern, the Northern Pacific and the Seattle, Lake Shore & Eastern, and arrangements will soon be completed whereby **THREE MORE TRANSCONTINENTAL RAILROADS** will make this their Western and Puget Sound terminal.

Directly east of Anacortes is the mountain pass of the Skagit, which insures this city the shortest possible trans-continental connection.

The population of Anacortes, January, 1890, was 33. January, 1891, the population was **2,389.**

Information cheerfully given concerning this thriving city and the inexhaustible timber, agricultural, horticultural and mineral resources of the country tributary to it.

**C. R. DONNELL,**

*Real Estate, Loan and Insurance Agent, Anacortes, Wash.*

REFERENCES: First National Bank of Anacortes; John M. Platt, of Platt's Bank, Anacortes, Wash.; State Bank, Duluth, Minn.; Stewart & Britt's Bank, Duluth, Minn.; Rev. M. F. Findley, Duluth, Minn., and Hon. J. K. Wait, Portland, Oregon.

W. J. MAGEE

C. J. CAMPBELL.

## W. J. MAGEE & CO.,

**Real Estate  
Brokers.**

Business and Residence Lots in all parts  
of the City.

Choice Acre Tracts Suitable for Platting.

**SECOND ST., ANACORTES, WASH.**

## BENNISON, LEE & CO.,



# Real Estate

AND

# Insurance.



OFFICE:

Platt's Bank Building,

**ANACORTES,**

**WASH.**

A. J. CARLSON.

ELLIOT H. KING.

## CARLSON & KING,

**Real Estate,  
Insurance and  
Investment Brokers.**

We have for sale some of the choicest Business and Residence Property in the city. Also, Acre Tracts.

**Cor. Third and P Avenues,**

**Box 135,**

**ANACORTES, WASH.**

# THE NORTHWEST

Illustrated Monthly Magazine

Copyrighted, 1891, by E. V. SMALLEY.

VOL. IX.—No. 4.

ST. PAUL, APRIL 1891.

TERMS: { 20 CENTS PER COPY.  
\$2.00 PER YEAR IN ADVANCE.

## CAMPING ON LAKE CHELAN.

BY ISAAC F. TILLINGHAST.



IF the reader will refer to any of the later maps of the new State of Washington he will find in about the geographical center of the State, just west of the great Columbia River, as it courses its way south after making its big bend to the west, encircling the central part of the State, a long body of fresh water lying at nearly right angles with the river, called Lake Chelan.

The territory contiguous to this, lying between the Columbia River and the main divide of the Cascade Range of mountains, 100 miles to the west, and extending northward to the British American line, comprises about 8,000 square miles. This was, until about 1887, a part of the great Colville Indian reservation, practically unknown to the civilized portion of the sons of Uncle Sam, save a few cattle rangers who occasionally passed over the Indian trails. This country being much more extensive than required by the Indians inhabiting it, they have been moved over to the eastward (excepting a few quite civilized bands who have accepted individual allotments), and the newly acquired territory is now the county of Okanogan (pronounced O-ka-nog-an), the newest and the largest county in the State of Washington, itself one of the newest and the largest States of the Union. Thus it is not at all surprising that very little is known by the general reader about this portion of our country, and many will no doubt be incredulous that so wonderful a country, or one comprising

so great a variety of truly remarkable and interesting features could have lain so long within the borders of our Union practically unknown to history.

The Columbia River is a deep, swift stream, rising among the lakes away up in British Columbia, and after making its circuitous route around the Big Bend country of Central Washington takes a straight course westward, making the dividing line between Washington and Oregon to the Pacific Ocean. Its course through the State is comparatively but little above sea level.

Lake Chelan lies but about 300 feet higher than the Columbia River and runs back on a dead level for sixty-eight miles, almost into the heart of the Cascade Mountains, which tower up to a height of from 10,000 to 15,000 feet above the sea, many of its peaks being clad with perpetual snow and ice. This condition of affairs makes the ranges along the lake appear to be, if indeed they really are not, the highest mountains to be found anywhere in the Union. Viewing them from the water's edge, up, up, up, to their craggy peaks, actually from two to three miles heavenward, it seems to the tourist as though the Creator had fairly outdone Himself in their formation, and was doubtful if any human being could ever get over the foothills to view their lofty heights without His aid, and so constructed this lake as a roadway that man might sail in and see the mightiness of His handiwork. I thought I had seen mountains in some of the twenty-three States in which I had previously traveled, but I must confess they are merely molehills when compared with these, and now that the veil of secrecy has been removed from this previously hidden spot, I predict that it will speedily become one of the noted wonders of our wonderful land, and form an attractive resort for visitors from all parts of the world.

Lake Chelan itself is a marvel of beauty and purity, formed by the thousands of mountain streams which tumble down the sides of the rocks in cascades of all heights from one foot to 200 feet, their source of supply often being the melting of the ice on the mountain peak. The water of the lake is therefore as clear and pure as the finest spring you ever saw in the East, and so cold that it is just fitted to the requirements of the trout which abound in it. For the first time in my life have I been able to catch all the fish I could possibly eat just whenever I wanted them, and finer eating no man ever saw in fish. They run very even in size, their average length being sixteen inches, and weight one and one-half pounds. They take an ordinary

trotting spoon very readily, and the popular manner of taking them is to row a small boat along near shore with about seventy-five feet of line and a troll at the end. Suddenly you feel a jerk, and knowing your fish is hooked, a lively time ensues. They are quite gamey fellows, and as you haul in the line hand over hand, you can see them shoot to one side in the clear water fifty feet or more away. The clearness and purity of the water in Chelan Lake is remarkable. Its shores and bottom are at all points composed of either large pebbles and boulders of granite, varying in size from a goose egg to an equally symmetrical water-worn stone or two, three or five feet in diameter, or clean white sand—never mud or other sediment being visible—and the bottom can be distinctly seen at any depth under fifteen or twenty feet.

For the first mile or two up from its mouth the water is very shallow, running steadily from one to three feet. This would make a beautiful and perfectly safe bathing resort were it not for the coldness of the water, but the temperature just suited to mountain trout is not exactly congenial to the average bather.

The Big Bend Country, or the central portion of the State lying between Spokane Falls and the Columbia River, is a level, or slightly rolling, treeless prairie, covered with natural bunch grass, and is now being rapidly settled and found to be particularly well adapted to either winter or spring wheat, the former succeeding the best, and the wheat harvest in this locality this season makes a much better showing than in the more famous wheat districts of Northern Minnesota or Dakota, through which we passed on our way out.

This Big Bend Country lies some 2,000 or 3,000 feet higher than the Columbia River, which has cut its way down into a deep channel, making it very difficult of access, and, where we approached it, about ten miles are required to make our way down into the river basin with a wagon after striking the top of the valley.

The climate of the Lake Chelan Country, lying as it does but 200 or 300 feet above the Columbia River, is very different from any other portion of the State, and is said by all the old travelers who have seen it to be unequalled in healthfulness and pleasantness anywhere in the Union. It is indeed superb. Perfectly protected by the high mountains on the north and west, the sun shines in from the east and south day after day and week after week, from July to December, a cloudy or stormy day being very seldom seen or thought of. Yet it is never close, hot or sultry. You can wear your wooleens or a coat without



feeling uncomfortable or fatigued with the heat, or you can leave them off and go in your shirt-sleeves without feeling chilly. There is at nearly all times a refreshing breeze, tempered by the so-called "Chinook wind," or Japanese current, which comes in from the southwest over the Pacific Ocean, and gives one a feeling of warmth in Winter and coolness in Summer.

The total lack of rain during the latter part of the Summer leaves the ground dry and perfectly adapted to camping out. We have now been camping along the lake for two weeks. We brought a nice tent along, but seldom bother to put it up. As there is very little if any dew and no danger of rain, we spread our blankets over some spruce boughs and under cover of "the beautiful stars" sleep as soundly as we would in our homes, 3,000 miles away. Arising in the morning without an ache or a feeling of stiffness in our bones, we can jump into a boat, catch three or four sixteen-inch salmon trout for breakfast and cook and devour them by seven o'clock.

There are already two small boats on the lake, one of them, the Belle of Chelan, being run by a Pennsylvanian, Watkins, formerly an oil gauger from Williamsport. The boat does not make regular schedule time trips, but runs for the accommodation of parties as wanted. It is a full day's run for the steamer to the head of the lake, sixty-eight miles, and is quite a popular place for tourists and camping parties to take this passage up, towing their rowboats behind, and then row their way back, about ten miles per day, camping along the shore, usually at the mouth of some one of the numerous creeks which are frequently found coming down from the mountains.

These mountains are the full length of the lake and for many miles back on either side are full of large game—deer of several species, bear, and mountain goats being frequently seen from the steamer as we glide along. Indeed, everything seems to have conspired to make this a hunter's paradise. Four miles above the head of the lake a mountain stream comes into the river with a vertical plunge or fall of 200 feet. Desiring to visit it I shouldered my rifle one morning, after breakfast on trout, and sauntered up the valley alone, telling my chum, Mr. Brotzman, that he might catch some trout and have dinner ready about five o'clock.

I traveled but a short distance before finding fresh deer-tracks in my trail, but saw no game larger than ruffed grouse, which seem very plentiful, but rather difficult to shoot with a rifle. I bagged one of them, however, and reaching the falls in good time had a curiosity to climb up and view them from above as well as below. Going up the creek I found deer tracks so plentiful that I strolled along up the mountain hoping to get sight at one. The farther up I went the more plentiful became the signs of game, and I thought it would be a grand achievement to scale the summit of one of those peaks and get a closer view of the ice and snow which lies in the sheltered and shaded gorges on the north and west sides of the peaks. I was again impressed with the fact that this is a country of magnificent distances, for the peak which appeared to be only a mile away proved to be not less than five, and it was long past noon before I reached my goal.

Coming around a rocky point near the summit I suddenly came upon a large goat, only about five rods distant. Leveling my rifle I fired, aiming at the fore-shoulder, and he fell at the first shot. Had I rushed forward at once I might have secured him, but thinking he was my meat I quietly began to look for more, when all of a sudden he revived and began jumping and tumbling toward the edge of the cliff, which was but a few feet away, and before I took in the situation he had reached the edge and tumbled off headlong.

The first drop was at least fifty feet, and look-

ing over I could only see a cloud of dust and hear the roar of rocks which were descending with my game down a steep slide, and so they continued to go for half a mile at least, where a slight bend in the track took them out of sight.

Before following down after him I spent a half hour going on around the peak, which became so abrupt that no human being could ascend any higher, yet goat paths could be plainly seen running up from one narrow ledge to another, where no man, at least no tenderfoot from the East, would dare to undertake to follow them. So making my return to the scene of my encounter I climbed down the rocks, following as near the slide as possible for a half mile or more, where it became less abrupt and I found the tracks and a trail of blood, which showed that the animal had actually regained his footing and made a side trail onto another ledge of rocks, where I found him still standing, making no attempt to run on my approach.

Again taking aim, I fired three successive shots from my Marlin repeating rifle in as quick time as I could work the lever and pull the trigger, aiming each time at his head, when he reeled and fell from the ledge and again went crashing down the mountain.

Looking over the situation, I found myself located on a bench of the mountain with a rocky chasm both at my right and at my left which seemed utterly impassable, and, in front of me, an abrupt descent of not less than 300 feet. Looking at my watch, I was surprised to find that it was after five o'clock. I was out there alone, seven or eight miles from camp, still without my dinner, and no rations with me except the grouse I had shot in the morning, and no possible way of getting out but to retrace my steps and climb back up the steep rocks for a half mile or more in order to get around the gorge which so nearly surrounded me. To get out before dark would be impossible. To attempt it after dark would be equivalent to suicide, so I coolly prepared to put up for the night right there and then.

It was so high up the mountain that the temperature was many degrees colder than down at the lake, and the wind had a fair sweep over the unprotected point. Selecting a location on the east side of a large rock, I gathered a few armful of bark from a dead spruce tree and soon had a nice campfire burning. I then skinned the grouse, cut it in slices and placed them against a rock as near the fire as possible and not actually burn. In half an hour they were quite nicely roasted and tasted pretty good without condiments.

The dry spruce bark is about five inches thick and burns almost like coal, each piece lasting nearly or quite an hour. The reflected heat against the rock kept me comfortably warm, and I could have slept some but for the instability of the wind, which came in gusts and whirls and so frequently covered me with sparks that I dared not close my eyes in fear of my clothing taking fire, so I quietly reclined and counted off the hours as they slowly passed. I had only to wait the dawn of another day to climb out of my trap and travel back to camp.

At five o'clock I shouldered my rifle and started back up the mountain until I could cross a ravine, when I again attempted to descend, but had to go back and ascend several times before finding egress, and then I climbed around ledges that I should not thought of attempting had any other possible way presented itself. Four hours of hard climbing brought me down to the river, and another hour's work brought me back to camp, where I found the men who were camping near us nearly ready to start out in search of me. They could plainly see my campfire in the evening, and concluding I was all right thought to give me until noon to get in. I firmly believe I killed the goat, but I will give up all claims

upon him and whoever wants him badly enough to go and fetch him is welcome to all the honors of his chase and capture.

Upon my return my shoes were cut upon the rocks so as to almost fall from my feet. Blisters were common upon my toes, scratches and gashes upon my hands and my handsome new rifle, my chum avowed, was damaged \$5 worth by my being compelled to use it as a staff to aid me in scaling the rocks.

Talk about the crags and peaks of Switzerland being worth a voyage across the Atlantic to view! True, I have never seen them, but if the borders of Lake Chelan cannot eclipse them in grandeur and mightiness, as they tower steadily heavenward, from the water's edge to a dizzy height of two or three miles, many of them crowned with peaks almost like church spires, they are indeed worthy of a long journey to view.

Such scenery is well nigh indescribable, and must be seen to be realized and appreciated. Those who cannot wait until the advent of a railroad renders it possible for them to pass speedily through must make up a camp outfit as your correspondent has done, and camp for a season on Lake Chelan. An experience of four weeks along its banks satisfies one that a more congenial spot for a season's outing will be hard to find.

I am keeping camp to-day while my chum, Mr. Brotzman, and a camper from Chelan have gone back into the mountains to look for deer. Not having fully recovered from my goat hunting tramp, I did not feel like starting out again just yet.

For our two weeks' rations while up the lake we laid in ten pound of flour, five pounds each of oat meal and corn meal, four pounds of sugar, three pounds of lard, five pounds of salt, four pounds of dried apples, one pound each of coffee and baking powder, a box of pepper, and a half bushel of potatoes. Our housekeeping utensils consist of two sets of knives, forks and spoons, two tin plates, a mixing basin, a sheet-iron pail about ten inches in diameter, a tin pail eight inches in diameter, a frying pan, two tin cups and three or four empty tin fruit cans from which we have already extracted raspberries, apricots and tomatoes. To cook oatmeal and mush we first fill the iron pail half full of water and hang it over the fire until it boils. Then drop a few small stones or pebbles one-half inch or so in diameter in it and place the tin pail containing the pudding inside. We then have only to see that the water does not boil out of the outer pail and can safely let it cook for half a day if we wish without fear of burning. Potatoes are boiled in the pail, baked in the ashes or sliced in the frying-pan. Fish and bread are cooked in the frying-pan with a spoonful of lard to keep them from burning.

Finding great quantities of elderberries, hundreds of large bushes hanging loaded with heavy clusters, we tried mixing them with our dried apples, with most excellent results, for sauce. These elderberries are very unlike the elderberries in Pennsylvania, being larger and lighter in color, and not so seedy. When stripped from the stems they appear exactly like our low blue mountain whortleberries in color, form and size. Yesterday I tried my hand at making pies of them, but the experiment was not highly successful, the crusts reminding me of the distance to the neighboring tops, that is, they were not so short as they looked to be.

Hark! A shout from the mountain-side. And there comes the boys, struggling through the bushes, each with a fat young deer upon his back. Surely game is not so scarce, this being their first day out expressly for hunting deer. How in the world they managed to bring them in is a marvel, for neither of the two will weigh much, if any, less than 100 pounds, "hog-dressed"



as they are, that is heads, feet and entrails detached and left upon the mountain. Mr. Brotzman's is a yearling buck, slick and fat. Mr. Wallace's evidently a yearling one not quite so heavy, but nice. The boys say they went back upon the mountain about four miles and found a sort of wild meadow, which, according to "sign," seems to be a general feeding place for both bear and deer. They found several bear wallows, where they roll in a damp place like hogs and saw monstrous tracks recently made, but they only got sight at the two deer.

Mr. Brotzman's little 38-caliber Marlin repeater got there at the first shot, the bullet passing through the fore shoulder, and on skinning the animal we found it had passed through the base of the heart and produced almost instant death. It stood broad side to the hunter at six rods distance and shows a well executed job.

Mr. Wallace found his lying down and passed

leaving Mr. Brotzman and myself sole occupants of this camp, which is situated at the mouth of Fish Creek, eight miles below the head of the lake. For a whole week we have now been waiting here, daily expecting the steamer to come and take us down. What to do with our venison to preserve it was the principal question before the house.

The air seeming very dry and sun bright and warm we decided to undertake to "jerk" it a la Siwash, so we cut the steak and all parts which would cut to any advantage into long strips, and cutting three poles, each about six feet long, from small green trees having plenty of limbs, and leaving each limb projecting about six inches from the body to form pegs on which to hang the pieces, we tied the tops of the three together and set them up like a tepee tent in the sun.

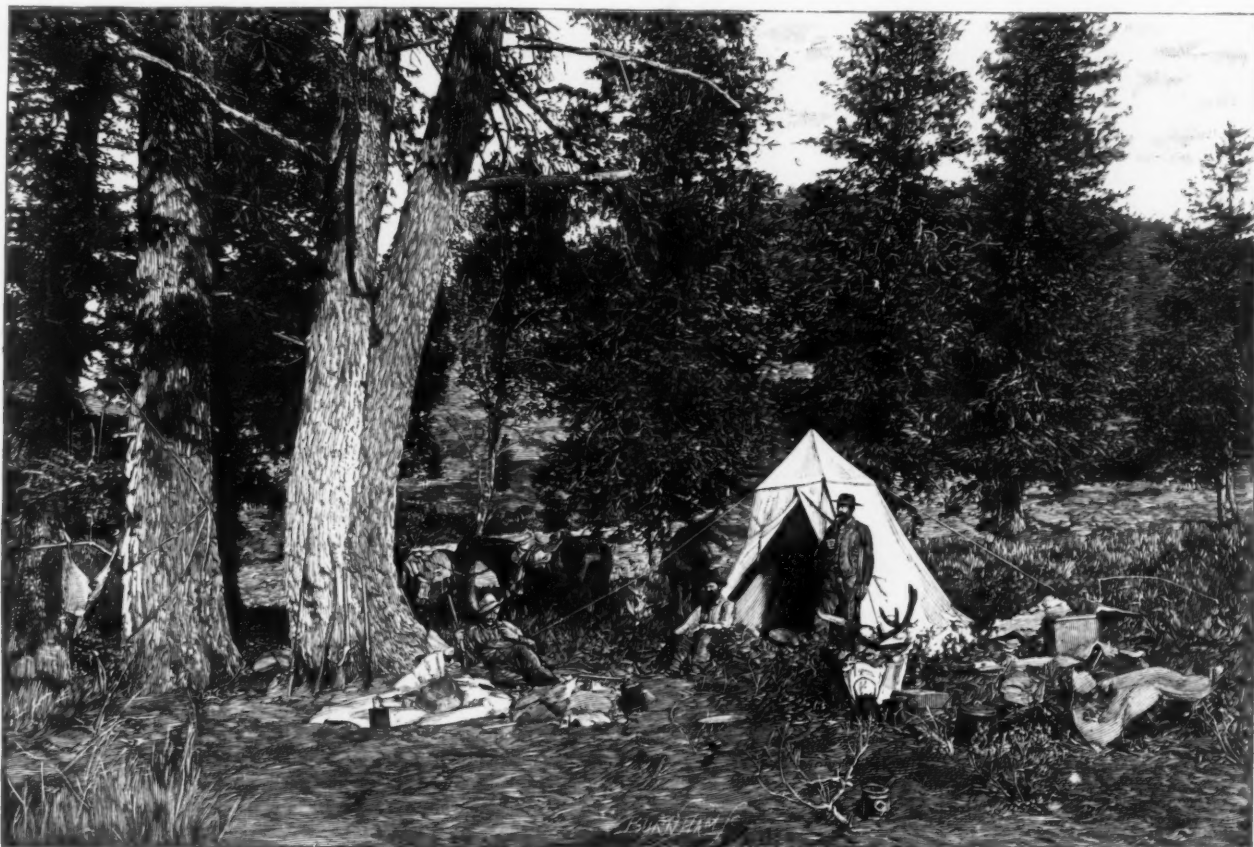
The country is free from mosquitoes, gnats and

a visit when in that vicinity, in fact camped several nights near his cabin. He has lived there alone in the woods for several years and seems to enjoy his independence, yet we noticed he seems very glad to have callers.

Before we got near him he came down the lake to our camp one day and learning that we intended taking a trip up the lake, gave us a pressing invitation to call upon him. He has a garden in which we noticed potatoes, sweet corn, beans and other vegetables growing and we know where to go if we can not stand an exclusive diet. Over the old man's door is posted the following inscription:

"Welcome. Our cabin door is open to all square men. Others take warning."

Many of our old friends among the birds are here, and help to make it seem homelike. Robins, sparrows, meadow-larks, kingfisher and woodpeckers of several species are abundant. Hawks



From "OUTING."

Copyrighted.

IN CAMP AFTER A DAY'S HUNT.

a ball through its head. It did not get up and evidently never knew what hurt it. The boys also brought in a couple of grouse. In fact they bring them in every time they go out, every few rods from camp. There are two species very plentiful here, those along the lake and river being identical with our Eastern ruffed grouse, while away up on the mountains are found in great numbers a slightly larger bird called blue grouse. They are harder to climb for, but much easier to shoot after you get up there, for they will alight in the first tree they come to, and sit still and let the hunter go up and shoot their heads off with a rifle ball. It is considered unsportsmanlike to bring one in disfigured in any other way.

Of course all writing ceased and every other duty and diversion gave way upon the advent of the two deer to taking care of them.

Mr. Wallace and party loaded theirs into their rowboat early next morning and started for a new camping ground ten miles down the lake,

fleas, but for new and improved varieties of flies and yellow jackets it takes the palm over all nations. The latter insects are harmless so far as stinging is concerned, when away from their nests, but they swarm around anything that contains sugar or fruit as persistently as house flies.

By the exercise of constant watchfulness, aided by generous sunshine and fire and smoke, our jerked venison progressed very finely, and the experiment widened by the addition of a dozen lake trout to the rack. For our daily rations we now have fish, flesh and fowl in abundance, but as sugar, flour, meal, coffee, baking powder, potatoes and lard, one after another entirely disappeared and no steamer came in sight, we began to feel like castaways upon an uninhabited island. For two weeks we had not seen a newspaper or heard a single word from the outside world.

At the head of the lake, eight miles north of us, lives an old hermit named Horton, in a little log cabin on the bank of the river. We paid him

also are plentiful, and every night we hear the lonesome sound of the "hoot owls" on the mountain sides. One evening for sport I began mocking one as soon as I heard it in the distance. Hearing me he soon came near, and, repeating his "too-hoo-hoo-hoo," I soon had a couple of them in a tree nearly over our heads. Mr. Brotzman gave one a shot from his rifle, but as it was already so dark he could not see the sights, he cut some feathers, but did not bring down the bird. However, we have not heard its voice since, but its mate, evidently the female, stayed around for two nights, frequently uttering a call so very unlike the hoot of an owl that we should never have suspected its origin had we not seen her as she gave the chirp. We suppose that the male flew away wounded, and she was looking for him where she last saw and heard him.

Thus has the entire month of September passed in utter isolation from the outside world. But such a state of affairs will not long continue.

Where now "rolls the Oregon, hearing no sound save its own dashings," the hum of Yankee industry will soon be heard. Already the claim shanty of the homesteader is frequently seen, and all the best locations are taken. As soon as a railroad taps the heart of this country settlement will be rapid, and instead of being one the almost impenetrable forest of immense firs and cedars, to-day is the city of Anacortes with imposing structures of brick and granite, with banks, hotels, stores and miles of wharfage, and ground upon which the settler's shanty still stands, is platted into city lots and sold at \$100 per front foot, with flattering prospects of greatly advanced values.

A recent visit to Fidalgo Island, spoken of above, shows a surprising instance of phenomenal growth. Where one year ago to-day existed an almost impenetrable forest of immense firs and cedars, to-day is the city of Anacortes with imposing structures of brick and granite, with banks, hotels, stores and miles of wharfage, and ground upon which the settler's shanty still stands, is platted into city lots and sold at \$100 per front foot, with flattering prospects of greatly advanced values.

Where it will end no man knows, but a careful study of the past history of the State of Washington shows that instead of puzzling our brains over the perplexing question of where to invest our money, we have only to adopt the motto, "Get something somewhere and hold on," and it will certainly increase in value.

Seventeen years ago a friend of mine came from the East and studied long over the question whether to drop his nest egg in Tacoma, Seattle, or the tide lands near the mouth of the Skagit. Had he trusted his all to either, or divided between the three, neither would have disappointed him. And so it will be in the prospective points of future development. In a country so naturally rich as Washington, every dollar expended toward its development will return with profit—some ten, and some a hundred fold, it is true—but none will be hidden long from sight or fail to return a satisfactory income. All hail to Washington! May greatness crown the efforts of all who couple their destinies with her and hers.

#### THE BRAVEST OF BATTLES.

The bravest battle that ever was fought,  
Shall I tell you where and when?  
On the maps of the world you'll find it not;  
'Twas fought by the mothers of men.

Nay, not with cannon or battle shot,  
With sword or nobler pen;  
Nay, not with eloquent word or thought  
From mouth of wonderful men.

But deep in a walled-up woman's heart—  
Of woman that would not yield,  
But bravely, silently bore her part—  
Lo! there is the battle field.

No marshaling troop, no bivouac song,  
No banner to gleam and wave!  
But oh, these battles, they last so long—  
From babyhood to the grave.

JOAQUIN MILLER.

#### NON SINE DOLORE.

If at our passing life be life increased,  
And we ourselves flame pure unfettered soul,  
Like the Eternal Power that made the whole  
And lives in all he made  
From shore of matter to the unknown spirit shore:  
If, sire to son, and tree to limb,  
Cycle by countless cycle more and more  
We grow to be like him:  
If he lives on, serene and unafraid,  
Through all his light, his love, his living thought,  
One with the sufferer, be it soul or star;  
If he escape not pain, what beings that are  
Can e'er escape while life leads on and up the unseen  
way and far?  
If he escape not, by whom all was wrought,  
Then shall not we,—  
Whate'er of Godlike solace still may be,—  
For in all worlds there is no life without a pang and can  
be naught.

R. W. GILDER.

## WILD AND WOOLLY FROM THE EAST.

BY ADAIR WELCKER.

He was not an ordinary man, who walked as you and I do, for he strode. It is possible that you have heard of persons, incapable of walking, who have this strange habit. Instead of walking down the street, which he could never have done, he strode down the street, which was something he could do with a grace peculiarly his own.

Besides this, instead of standing in a ball room, as ordinary human beings do, he did what ordinary human beings do not generally do—he posed: as a man with a marble brow and chiselled features, who strode, should have done; and had his classic corns trampled upon in consequence. His name was De Moultry, and he had De Moultry, and only De Moultry blood in his veins; blood with which every reader is familiar. Mr. De Moultry had a muscular and powerful frame. He practiced constantly with pistols in order to give the world in general the impression that he was a person not to be trifled with; the meaning of his pistol (symbolically expressing the idea) being that he was a man of a serious turn of mind. He was quite a conversationalist in his way, and full of anecdotes about himself; especially when as full as De Moultrys ever become with something else besides himself. A great many people were placed in much peril, in these anecdotes, and it took a De Moultry to rescue them.

According to his statements he had, among other peculiarities, the playful habit of "booting" people; not that he was a shoe maker, by any means, as the incautious reader might suppose, for his booting was by way of punishment. Breaking the string, as it were, which held him to civilization, he went out into the uncouth West, whose lack of civilization we read about in the works of those vivid novelists whose characters, dressed in red shirts, wear bowie knives and horse pistols; repent often for mysterious and unknown crimes; take a six months' course under a meek eyed minister with a white and bloodless face, who goes by the name of "pard," and do many other things not less startling and more or less wonderful.

Having read about this West, Mr. De Moultry dawned upon a town in Washington Territory,—as it then was like a wild and woolly Solomon in all his glory. He wore red flannel and buckskins; a broad brimmed gray hat, with something like a rope around it; and an armory around his waist, the belt of which served, as well, to hold up his pantaloons, to keep down his hunger, and to establish a reputation.

Mr. De Moultry stepped on a car, with one locomotive in front of it, which ran from the town referred to out to another town fifteen miles away. A lady coming from a distant town, was to join him on the train and take the journey with him. The lady had been met by him in the East. In a little while a green farm wagon with yellow wheels, on the high front seat of which the lady sat, drew up alongside of the car. Mr. De Moultry, in his astounding costume, went out to help her down from the wagon to the platform, and by his dress astonished her as much as the inhabitants of Holland and Italy have been astonished by similar representatives of the inhabitants of the Western Hemisphere. He next escorted her to a seat in the car. Miss Tessie Vest, the lady referred to, as she sat beside him, attracted some attention, for she was known to be the daughter of a wealthy ranch owner, and was, besides, attractive in herself; but compared with the attention attracted by Mr. De Moultry, the attention attracted by her was as the breeze produced by a chemist's blow pipe to a gale of wind. Ahead of them, and five or six feet away, were a

couple of Indians dressed neither neatly nor grandly in stolen trousers and worn-out blankets; and having never seen such a superb and magnificent costume as he wore, they gazed upon Mr. De Moultry with eyes gleaming with an intense and greedy covetousness. Three fishermen, in the front end of the car, having had, of late, but few opportunities to witness anything dramatic in appearance, made the most of the present opportunity, and half of the windows of the car had the very solemn and compressed faces of small boys against them, who stared steadily, and yet suspiciously, at Mr. De Moultry, with that total lack of embarrassment peculiar to candid and ever observant childhood. A number of modestly dressed business men got on board and looked at him; but finding him a gem puzzle, in his way, beyond their powers to solve, they gave him up and left him to time, which is said to solve all enigmas.

Mr. De Moultry, in a bathing suit and an ulster, had beamed on Miss Vest the year before at Newport, where she had been visiting relatives, and in time had become aware that she was without brothers or sisters, and that she had a father who was rich and old. He was heart broken, in the ordinary financial sense, when she started home; and after some sleepless nights, determined to go west, as, under the Greeley doctrine, a young man who wishes to prosper must, and marry her and prosper.

In the meantime, however, as these things are often done by parental proxy, her father had formed for Miss Vest an attachment in her behalf for the foreman of a lumber mill; a large, dull, awkward and overgrown youth with a long beard; with bottle green eyes far apart, a wart on his nose and parsnip colored hair. Just as the car was starting this apparition got on board of the train; but seeing what seemed a phantom far more formidable in appearance, beside his sweetheart, he stared his bottle green eyes almost out of place as he gazed at him, and feared for his prospects.

While it was true that her father was in this gentleman's favor, the young lady herself was not entirely so. She had, as yet, grave doubts as to whether he would prove satisfactory. "Well Tess," he said after he had mustered sufficient courage to speak, "how are you anyhow?" As it appeared that she was ordinarily well "anyhow," and as her fortified companion gazed with mingled wonder and contempt upon his countenance, after standing in awkward silence for a few moments on one leg, he betook himself to a seat in the back end of the car, and thought deeply and profoundly over this new and unexpected development.

Having no great confidence in his powers of ratiocination—for as he often remarked he "never was much at thinking"—Mr. Fraser drew largely upon his instincts for information, when in the performance of mental labor; and his instincts told him positively on this occasion that here was a rival, and one, judging from his appearance, to be neither scorned nor despised.

That night, in Mr. Vest's low roofed house, a clock on the sitting room wall ticked; burning logs crackled on andirons with serpents' heads crackled and threw sparks out on the earthen floor; steam sizzled out of green wood; and the flames roaring, jumping, and springing up the chimney kept dancing shadows on the walls. Mr. De Moultry, watching the vindictive face of Fraser, sat on one side of the fire-place, as these weird lights and shadows played upon it; and Fraser sat on the other side, hoping that his instincts would suggest some method by which the supercilious De Moultry might be compelled lawfully to shuffle off his mortal coil.

A door which was open, showed the next room in which they had just dined with Mr. Vest and Tessie, his daughter. The roast of beef, the



turnips, the parsnips, the cabbage and the brown bread were still displayed on the table by the light of two tallow candles; and Miss Tessie, in a white apron, was bustling in and out as she assisted in clearing the table. Between the two rivals, and directly in front of the fire, sat the one who would probably judge between them; the all-important father of the lady. And yet, judging from mere appearances, he did not seem such a great man. His face was as wrinkled as a winter apple late on in spring; and while pruning his finger nails with a pocket scythe, no great reserve force was displayed in his face as he cast alternate glances at his would-be sons-in-law—the would-be successors and heirs to that hard accumulated property which we get, that fools or strangers may spend it; and in the acquisition of which the fists upon which he gazed had become so horny and so hard.

The white hands and distinguished ways of De Moultry at once prejudiced Mr. Vest against the idea that that gentleman should ever have the opportunity of using the property which came from the sweat of his brow, at parties and balls. "Not if I know myself," said Mr. Vest, unconsciously aloud. On the other hand the swain with the bottle green eyes; the swain supplied with instincts in place of reason; the swain who achieved his mental successes by means of low cunning, on that account, inspired in Mr. Vest that fellow feeling which makes men wondrous kind.

An instinct came to the relief of the overburdened and meditating Fraser.

"Ever shoot anything?" said he suddenly, looking hard, as he spoke, at De Moultry's pistols.

"Yes," said Mr. De Moultry.

"What?" said the interested Fraser, his language the soul of wit.

"Little toad-stools and pea-wees" said De Moultry with sternness.

"Anything else?" asked Fraser.

"Yes—humming birds," said De Moultry.

"Then mebbe" said Fraser, "you got trained that way for bears and catamount; though I don't know as they're quite so dangerous as humming birds is whar you come from." Fraser seemed to meditate awhile.

There was a stream in the woods back of the farm house, and a certain spot on its bank had been taken up and appropriated, as its exclusive property, by an animal which shall be unmentionable. The idea entered the head of Mr. Fraser that it would be a brilliant thing to speak of this animal, small as it was, as a panther; and by suggesting that Mr. De Moultry should go out with him the next morning at day-light, to kill it, he could learn whether Mr. De Moultry was really as dangerous as he looked; and if he were not, he would have the pleasure of frightening him, perhaps, out of his wits, or perhaps out of the country.

His remarks about the suppositious panther were now addressed to the apple faced Vest; and that gentleman saw the point and pretended to think that the idea of a hunt was a good one. De Moultry, upon asking about the size of the animal, was informed that it was thirteen feet long, three and a half high, and that besides, its teeth were remarkable specimens. De Moultry then asked if there were any rifles about the house and was informed that there were none.

"We fight panthers" said Fraser—he pronounced it "painters"—"out here with knives; which is all I am going to take; but you, I see, are more fonder of pistols."

Mr. De Moultry saw that unless he accepted the invitation, he was a lost man as far as his reputation for courage went in the eyes of Mr. Vest, and, perhaps, in the eyes of his daughter. He agreed, therefore, to go; and it is needless to say that when he sat the next morning beside the interested Fraser, with his back to a half

charred stump, he trembled from something besides cold. Fraser, however, who expected to see only the animal which we have disdained to mention, and then leave his companion to fight it, was as cool as the cucumber, (whose well known reputation for calmness is established) and, to the astonishment of De Moultry, was armed with nothing but a dull carving knife, the point of which was broken off.

The stream by which they sat ran along by the edge of a blue forest, beneath which was an almost impenetrable jungle. Suddenly there was a crackling and breaking sound in the brush in front of them; and then Fraser, turning white, gave a cry of alarm. "Good God! Run for your life!" he said. Fifteen feet away from them, on a log which started upwards into the air, now stood an immense panther, whose tail was moving like that of a cat, when it is about to spring. Fraser stumbled to his feet and fled from the scene, and De Moultry attempted to do the same thing; but, to his astonishment and horror, found that the belt containing his pistols was caught by a root to the stump behind him, and there was no time to work it loose. It was an awful moment, but he jerked a self cocking revolver from his belt and unloaded its chambers so rapidly, as he fired at the panther, that he was hidden at once in a cloud of smoke. He then drew the other weapon from his belt, and played the same tune, once more, on the body of the animal which had fallen to the ground. After that the animal did not move. It was dead.

Having time now to do so, he released his belt from the root behind him, and then without rising, reloaded his pistols and waited for his rival to return. When Mr. Fraser did return he came accompanied by Mr. Vest, who had an axe on his shoulder, two farm hands who carried scythes, one who carried a crow bar, and behind them came Miss Vest and an Indian girl who worked in the kitchen.

"Guess he's dead and we'll have to dig his grave," said Fraser, when near, with half concealed delight. "I guess not," said De Moultry, blowing his nose with a red silk handkerchief by way of coolness; and then, noticing their weapons, he added: "You are going haying, it seems?"

Various expressions were on their faces, as they unconsciously formed a circle around him; and as, with open mouths, they gazed upon him, they were able to express their surprise only by guttural sounds. Words, if they could have commanded them would, however, have been perhaps less satisfactory.

After ten minutes of silence Mr. Fraser, without knowing exactly how he got there, found himself in a turnip field, telling himself that he would be "gol durned;" and after furnishing himself with this pleasing and valuable information, he dropped his courtship, surrendered to what he considered the inevitable, and left Mr. De Moultry to proceed as he pleased and without opposition. As his costume,—or, at least, his armory, had proved so serviceable, Mr. De Moultry continued to wear it. The result was that the simple Western denizens of the neighborhood came to look upon it as the costume of the less civilized East, adopted, of late years, by a new element, and to look upon him, as the story of his fabulous coolness spread, as a very dangerous as well as very desperate Eastern character. The young men did not dare, therefore, to attempt to rival him. In consequence of that fact, it was not long before Miss Vest was borne by him, as his bride, to the land of surprises from which he had come.

A SIOUXTABLE MARRIAGE.—The *Fargo Argus* says that a marriage license was issued at Fort Pierre the other day, authorizing the matrimonial lariat of Chew Hay and Glass Woman. She Siouxted him and he was her Siouter; so he won his Sioux and she won her Sioux.

#### IDAHO'S PROMISED LAND.

By the terms of the treaty just ratified with the Cœur d'Alene Indians 250,000 acres of land are opened for settlement. Out of this there are possibly 25,000 acres tillable, 100,000 acres suitable for sheep ranging, and nearly all of this land is heavily timbered.

On the mountains some very valuable prospects have been discovered and in some instances huge veins of ore project from the mountain's side.

These lands are best reached from Cœur d'Alene City, which is the head of navigation on Cœur d'Alene Lake, from whence boats are taken to the various parts of the lake. The best hay lands are on the shores of the little bays on the lake and in the valley of the great Cœur d'Alene River. These lands have largely been selected by visitors and summer prospectors but are now covered with snow and cannot be actually occupied until late in the spring.

What the majority have wished is the opening of the mineral portion of the reservation.

Wolf Lodge is a very promising mining district and is known well enough to bear out the statement that it will support some of the finest mines in the Northwest.

In addition to the mines the district is heavily timbered and possesses several little townsites.

Springs of mineral waters are abundant, and parties have long ago planned for the establishing of several health resorts.

The "mian entrance" to this wonderful country is by boats from Cœur d'Alene City, or by wagon over the old Captain Mullan road, leading over and alongside of some high mountains.

The first news of the wire announcing the ratification of the treaty caused one grand rush and scramble for choice in lands and choice in mines, then after mature reflection the home-seekers, the seekers of wealth and the land boomers grasped the conclusion that the reservation was as yet not free to the public and that a proclamation would have to be made by the President declaring an opening day and giving all due notice and ample time to make preparations to take up a part of Uncle Sam's newly acquired domain. As a result of this decision settlers are crowding up to Cœur d'Alene and settling down to a quiet wait for the President's proclamation, which it is expected will be issued soon.—*Spokane Falls Chronicle*.

#### A BELLOWING WELL.

A Stanwood correspondent of the *Seattle Press-Times*, in writing of the curious bellowing well at that place, said recently: A number of citizens visited the place and found the well drawing in air with great force, causing a roaring sound that could be heard for a great distance. Mr. M. O. Cotton has inclosed the well all but a small hole about six inches square, over which he has raised a box-shaped tube about six inches square and three feet high into which the wind was pouring with great force. A stick held near it would be drawn from a person's hands and sucked down very quickly, unless firmly grasped. One of the party put his hat over the hole and it was turned wrong side out in an instant. Another put some stones on the edge of the hole and they were sucked in immediately. Mr. Cotton being asked how long this had been going on, replied: "Ever since last fall. The well sucks in air for a couple of days and then blows out for a couple of days. It was blowing out yesterday, but changed last night and has been sucking in air ever since. Sometimes it has five times as much force as at present. I have known it to blow a hat up in the air over eight feet, and you could hear it roar for nearly half a mile."





#### A Prize for Potato Eaters.

This paper has a few large potatoes and will offer as a reward a year's subscription to this great family paper to the person who will undertake and successfully accomplish the task of eating them in sixty minutes. We bake the spuds and furnish salt. The weight of the two in question is nine and one-half pounds.—*Ritzville (Wash.) Times.*

#### Lots in It.

At the Pacific Hotel, according to the *Spokane Globe*, a novel game of whist took place. The game put up for inducement town lots in Spokane, Colville, Chewelah and Pasco, and the four towns were represented in the players. Spokane lots were a little too high so there was no changing hands of realty except in Chewelah and Pasco, the former carrying off the honors.

#### It Makes the Whole World Kin.

A few days ago a sick man was confined to his bed at Fairhaven, says a Washington exchange, whereupon his neighbors made a "bee," furnished the seed and put in twenty acres of grain in one day for their afflicted neighbor; then collected enough money to pay the poor man's taxes and made the family comfortable with things they needed. This is the kind of an item it does a person good to read.

#### How Prohibition Works in North Dakota.

The Northern Pacific dining car conductors adhere rigidly to the rule and sell no liquor while traversing this State. A gentleman cannot get his wine for dinner, but a second class passenger can step off at nearly every station and have a bottle filled with cheap whiskey. As has been before remarked by a Kansas statesman, "the Prohibitionists have their prohibition, and drinkers their whiskey".—*Jamestown Alert.*

#### A Montana Tandem.

A man wearing a wolf skin overcoat rode a horse down Rodney Street yesterday afternoon. Behind him followed three shaggy looking cayuses. They had to follow. The horse next to the one on which was the rider had his halter tied to the tail of the horse in front. The others were fastened to each other in the same way. When the man applied his spurs to his steed the tails straightened out and the noses of the cayuses went up in the air.—*Helena Independent.*

#### Girls in Demand.

Astoria ladies have the same trouble that other folks have about getting help. The Chinese are not so numerous as they used to be, and a girl who can boil water without burning it, or cook a potato, is in great demand. Another requisite is the ability to talk a little English. "I don't want an elocutionist," said a lady yesterday, "nor a girl competent to start out and give readings at a social, but I do want one that can understand me when I talk to her in the language that I learned when a child."—*Astorian.*

#### Hood's Canal.

The Union City (Wash.) *Tribune* says: One of the first questions a stranger asks when you mention Hood's Canal is, "what company or syndicate dug the canal?" and he often will, be quite sur-

prised when you inform him that it is a body of water from two to four miles wide, and extends into a country of vast resources about sixty-nine miles and in all covers an area of about 85,000 or 99,000 acres, with a depth of seventy-four feet in its shallowest places, and is a pathway to the heart of this great interior for the largest ship that floats. Union City is at the head of Hood's Canal.

#### Big Game on the Upper Stuck.

Victor LaForge, who has been hunting for the last two months on the head waters of the Upper Stuck, returned yesterday with several hundred pounds of hides, many of them being valuable peltries. Among other things that are rather uncommon in this country he has several skins of big grey wolves that, judging from the size of the hides, must have been as large as yearling calves. He says that the country about the mountain meadows is teeming with ducks, geese and swan which may be heard for several miles when one approaches the lakes.—*Puyallup (Wash.) Citizen.*

#### A Badly Fooled Coyote.

The Eureka Flat Country abounds in wild geese and hunters in that section are having fine sport hunting them. The geese swarm in the stubble fields to eat the scattering heads of wheat, and the hunters dig pits in these fields and lie in them, having first set out a number of tin or pasteboard decoys to attract the geese. A hunter named Adkins, a day or two since, while sitting in a pit near Farfield waiting for geese, saw a coyote sneaking down on his decoys. The cunning brute crept along on his belly for about fifty feet, and then made a spring of about twenty feet, landing on top of one of the tin decoys. He was the most disgusted looking coyote ever seen in that section, and Adkins felt so sorry for him that he shot him, breaking his two of his legs, and then knocked him on the top of the head with the butt of his gun.—*Oregonian.*

#### A Siwash Sachem.

"Indian Bill," the old gray-haired Siwash who lives on the reservation and who is frequently seen in Tacoma, is not spending his time this Winter in looking for the great Messiah, but takes pleasure in telling tales of by gone days in his peculiar tongue which only a few can understand. Bill claims to be 2,000 years old but says he was a young man when the first white man visited the sound locality. Bill is well up on the weather signs, and prophesies with as much assurance as Greely ever did. He says the coldest weather can be expected in two weeks. He founds his prediction on the study of the different changes to cold weather in the last fifty years, by the actions of the moon.—*Tacoma Ledger.*

#### The Expressionless Indian.

I saw an Indian buck yesterday who looked to be about twenty years of age. He wore a cap, a short coat, long straight hair and a far off expression. He carried a blanket under his left arm and a large cigar in the southwestern extremity of his mouth. He was making his way along Main Street meeting masses of human beings but never seeing them. He was the object of much attention, as the street was then thronged with people. He knew his destination and when he came to it complacently dropped in. His stolid expression was immutable and he evinced no blush of embarrassment at being stared at, no awe at the wonderful accomplishments of the paleface's architectural skill, no surprise in entering a strange place, no indignation upon being run against by some person in haste and no pleasure upon being waited on with the greatest courtesy. In short, he had no expression, and therefore it is indescribable. This

explained to me why the Indian has so long been proof against the combined skill of the phrenological savants and the theological philanthopists.—*Helena Journal.*

#### Big Medicine.

When Big Foot, leader of the rebellious Sioux, was killed at Wounded Knee Creek, Buffalo Bill took the medicine bag from the dead body and sent it to Dr. Frank Powell (White Beaver). The doctor dissected the bag when it came into his possession and found the brush of a gray wolf, the skin of a lizard, pelt of a mink, a long lariat of plaited hair to which is attached a loop of beaver skin, a common red bandana handkerchief, and half a dozen little bags of buckskin containing ingredients known only to Big Foot. The Indian was evidently a big man and made big medicine, but it wasn't strong enough to withstand a ball from a Winchester, armed with a search warrant and out on business.

#### What an Iowa Girl Did.

Miss Stella Steinberg, formerly of Hull, Souix County, is a fair sample of what Iowa can do in the way of producing girls of grit, perseverance and endurance. Last spring when the Souix reservation was opened to settlement she went to that country and took up a claim, built a house on it, and has since lived there alone. During the summer months she taught school, for which she received \$40 per month, besides doing her own farming work. As the time for cold weather drew near she realized that it would be necessary to have a barn for her ponies, but the nearest place where lumber could be procured was fifty miles distant and she had no wagon suitable to haul it with. This was enough to discourage anyone, but not so with her. She put the harness on one pony and rode the other the fifty miles, bought a wagon and material for the barn, hauled it home and built the barn, and writes that she is well fixed for Winter, is happy, and will soon begin a Winter term of school.

#### Mining for Beeswax.

For half a century the story of the Spanish bark that went ashore on Tillamook Coast, and the beeswax that has been found in various localities along that shore, has been told so often that it is getting a little old. Now and then, says the *Astorian*, some one picks up or digs up a hunk of it, but it has ceased to be of surpassing interest. Mr. Edwards, who lives in the vicinity of the mouth of the Nehalem, has devoted all his spare time to the beeswax mining business for the last three months, and has dug out about 2,300 pounds of it. He was in the *Astorian* office yesterday afternoon with a basketful of the yellow-white wax, some of the chunks showing where it "cropped out." It assays 1,000 fine, and Edwards has been melting it and running it into cakes. He found one big piece last week that had a brand on it—three letters that look like "X. U. M.," he says, which is only natural on wax that has been X-U-M-ed.

Sometimes in the twentieth century that wax will all be discovered, and probably some one will also come across that chest full of gold doubloons, and that other chest full of silver pieces of eight, that were buried on the side of the Necarne Mountain, in the year seventeen hundred and ever so few. Every one has heard of the mysterious Spanish galleon that anchored off the coast, and the three men that got in and the two big chests that were lowered, and rowed to shore and packed up in the mountain, and how at moonset the chests were buried, and one of the men killed by his companions and left to guard the treasure, and how when the southwester blows on that stormy summit at moonset on gusty nights the spirit of the ghostly guardian is seen vanishing in the gloom, but menac-

ing death to those who seek the buried treasure. When that is found, the wealth therein will make the bees-wax mine look poor in contrast.

#### Russians in the Dakotas.

Several counties in South Dakota are largely settled by German speaking Russians from the Southern Provinces of the Czar's dominions, and these sturdy people are spreading northward into North Dakota as new colonies of immigrants arrive and go out from the older settlements seeking for unoccupied Government lands for homesteads. Although Germans in speech these people are thoroughly Russian in dress and to a great extent so in custom. The tall sheepskin cap is the favorite winter head-gear of the men, and they wear loose trousers tucked into the tops of enormous boots. The women wear very full short skirts of heavy material, and a small shawl, folded in a triangular fashion, takes the place of a bonnet. An engraving on this page shows the head of a typical settler—a resolute fellow, evidently, competent to make his own way in the world.

#### He Could See With a Glass Eye.

Bill Lynch, of the popular Precinct Thirty-four cafe, told a good story the other day about an experience with Crow Indians. No one would ever know except from Mr. Lynch himself that he wore a glass eye. One time he was down at the Crow agency when he met an old one-eyed chief. The missing orb had been plucked out in one of the torture dances. When Billy calmly picked the glass optic out of his head and held it before the old man's gaze the chief nearly fell over on the ground in blank astonishment. After considerable persuasion the chief was induced to plant it in his empty socket. He then went over where the other Indians were standing and showed them the change. They thought the messiah must surely be around in the vicinity. Billy, who understands the Crow language, quite as well as that of his native land, was somewhat surprised when the chief, with a blandness that would do credit to a confidence man, explained to his red brethren that he could see out of the new eye as well as the other. The crowd then stretched out in a circle and lifting their eyes to the heavens gave a yell of thanks for the new medicine that had been found. The chief finally returned the eye to Mr. Lynch with the explanation that he would have his medicine men make eyes that were of some benefit besides ornament, and then he would send one to the white man.—*Helena Independent.*

#### Stockmen Swapping Sympathy.

The other day a couple of prominent livestock owners who live at the capital city of Helena were swapping sympathy with each other and endeavoring to account for the light demand and low prices for range horses and cattle. The horse raiser accounted for the depressed condition of the horse market by saying that steam motors



A RUSSIAN IMMIGRANT.

and electric street railways had ruined it. The cattleman, who was at the time in the incipient stage of la grippe, and not feeling well otherwise, concluded among other things that the Chicago big four had not given the range stockmen a square deal, and to cap the climax, he had just read where "a d—d Italian professor was trying to educate the people how to live without eating beef. I tell you, sir, the business is ruined!"—*Fort Benton River Press.*

#### Diamond Jo.

In speaking about the death of Diamond Jo Reynolds recently an old resident told the following story as to how he came by that name. A great many people supposed he acquired the sparkling cognomen from the fact that he almost invariably wore a large solitaire diamond stud in his shirt bosom; but such is not the case, as he received the title by which he was ever afterwards known from the aborigines, with whom he transacted a large fur-trading business. At that time the elder Astor of New York, J. J. Stratton, of Minneapolis, whose son John Stratton is now employed at the *Pioneer Press*, himself and another man named Reynolds, with the same initials, were driving a lively competition in fur with the Indians. The natives, not being able to distinguish between the two traders of the same name, resorted in their primitive style to the expedient of marking those furs purchased by Diamond Jo with a rude square, which, being made in a hurry and by inexperienced hands, aided with the curling up and crumpling of the furs, would sometimes take the shape of a diamond, as shown on a playing card. Fur dealers in Eastern cities noticed this, and hence the name of Diamond Jo Reynolds. It was afterwards adopted by him as a trademark for the Diamond Jo line of steamers, which have plied the waters of the Mississippi up and down for many years, and is a familiar sight on the river even to the present day.—*St. Paul Globe.*

#### ANCIENT CEDARS.

##### A Cedar Two Thousand Years Old.

And thou wert standing here (How strange the story!)  
When Christ, the child of Bethlehem, was born  
Under the Syrian stars that shone with glory,  
And waited for the morn to overturn  
Those dogmas, subtleties and superstition  
That Buddha, Kourou Tsee, Brama, made their mission.  
Wert thou old and robed in masses hoary,  
For prophets dead and buried in the past—  
Who once had shed upon the world a glory.  
And didst thou smile in antiquated jest,  
At man's short life and longing aspirations,  
And call the attention of yon fir to Time's mutations?  
Was Puget Sound then dead to human uttering?  
Didst thou amid these fir trees stand alone—  
The winds and waves and branches only muttering  
Their ceaseless, saddened weary monotone?  
Say, didst thou hear no choir of angels singing,  
When to the Christ child men their souls were bringing?  
Hast thou upon these Occidental mountains  
Where foot of man had never stirred the moss,  
Heard the sweet sound of lute and play of fountain  
Of Pompeii ere to the world 'twas lost?  
Or were you then engaged in an equation  
If Caesar's son were equal to Vespasian?  
Have Leb'non's cedars telephoned you  
From time to time in the historic past  
The tragedies that crimsoned Jordan's waters  
And made the heathen nations stand aghast?  
Or did the very birds on wing suspended,  
Tell thee the tragedy of Christ was ended?  
Oh, couldst thou give a page of reminiscence,  
Thou oldest lingerer upon this shore,  
And reconcile all time and farthest distance,  
The axe should never greet thy honest core.  
But thou art dumb and voiceless through the ages  
And furnish nothing for our New Year's pages.  
—Fred H. Adams in *Whatcom* (Wash.) *Reveille.*

##### A Cedar Five Hundred Years Old.

[A smart correspondent claims that there are no cedars two thousand years old, and that the metre and first line of the verses in the Sunday number are the same as of William and Horace Smith's "Address to the Mummy." Correct, son. As the poem alluded to is nearly as familiar as Gray's *Elegy* your perspicuity is remarkable. We would make you some original metre, but the stock is nearly all gone unless one intrudes on Walt Whitman, who makes *Philomel* rhyme with green cucumbers. We have, however, reduced the age of the cedar to five hundred years.]

Monarch of the western wild,  
Nature's first born bouncing child,  
Lulled by dash of many waters,  
Loved by red men's sons and daughters,  
Rocked by breezes from Cathay,  
Blanketed in mosses grey,  
You were young when old Mount Baker  
Spouted lava from his crater.

Did you hear the grizzly bear,  
Or the panther from his lair,  
Or the Siwash and his lady  
Deep within the forest shady  
In those brave old days of yore,  
On this hyperborean shore  
Talk of railroads, continental,  
And the townsites incidental?

While you watched the seals and whales  
Sailing seas with hidden sails,  
While you grew from twig to giant—  
Storm and 'quake always defiant—  
While the bear and wolverine  
Waltzed beneath your branches green  
Saw yon ships from Boston town  
On the way to cut you down?

Dreamed you then of mighty mills  
In the everlasting hills,  
Cutting up your friends and neighbors  
Into shingles—into fabers,  
And the buzz and hum and roar  
Of this modern western shore?  
Dreamed you then of mighty legions  
In these occidental regions?

Thought you then of modern *Whatcom*?  
Propheesied you then the outcome  
Of these oriental sorties,  
Making *Blaine* and *Anacortes*?  
Knew you President *Cyrus Wright*  
When he found *Tacoma's* site?  
Believed you all the noisy prattle  
Of *Port Townsend* or *Seattle*?

Witness of a point in doubt  
Which has seemed passed finding out  
What has called that mighty summit  
Three miles high by line and plummet?  
Speak, while all the nations shake!  
Speak while planets pale and quake!  
Did you call that mount *Tacoma*,  
Mount *Banier* or Mount *Tahoma*?

—F. H. Adams in *Whatcom* (Wash.) *Reveille.*





### A PUPIL OF LISZT.

Oh, the young girl next door, she played many an air  
Before she took lessons in Yurrupe;  
With "The Battle of Prague" and the sweet "Maiden's  
Prayer,"  
Assorted emotions she'd stir up;  
But some way or other, while over the sea,  
She got a more muscular wrist;  
And now she can't play without smashing a key,  
Because she's "a pupil of Liszt."

When asked to perform, she proceeds to her place  
With a manner both fierce and pugnacious.  
With one hand in the treble and one in the bass  
She has scope that's surprisingly spacious.  
When excited she hunches up over the keys  
And bangs the low notes with her flat,  
Or leans back at an angle of forty degrees,  
Because she's "a pupil of Liszt."

Both feet on the ultra-loud pedal she keeps,  
And her touch is sure death to the springs.  
In violent arpeggios the key-board she sweeps,  
Till with noise all the neighborhood rings.  
Contortionist, gymnast and juggler in one  
Is she, with power none can resist;  
And the feminine Hercules she has outdone,  
Because she's "a pupil of Liszt."

Don't ask me to whistle the tunes she will play,  
For they never last more than three bars;  
Then she gives up the tune and just hammers away  
Like a hard-gloved light-weight when he spars.  
She dabbles with all the shrill notes on the right,  
While the left hand will loudly assist  
With the chords that she whacks out with main and with  
might,  
Because she's "a pupil of Liszt."

The deceased Abbe Franz Liszt, as I understand,  
When with rhapsodies he used to tussle,  
Was delicate, deft and most dexterous of hand,  
And did not depend wholly on muscle.  
He would scintillate, soothe and caress all the keys,  
And would not upon pounding insist.  
Oh, why did he not impart traits such as these  
To some of the "pupils of Liszt?"

—*America.*

### Cats' Intelligence.

My mother used to tell a story of an old cat  
which used to sit on the table beside her mother's  
old housekeeper and play with her cotton  
balls (reels were not used in those days). It was  
a common custom to stick pins or needles in  
these cotton balls if a pin-cushion was not at  
hand. This cat, finding herself pricked with  
the needles when playing with these balls, used  
to draw them out first with her teeth in order to  
play with comfort. If people would treat cats as  
they do dogs, and study them as much, they  
would be repaid by the amount of intelligence  
and sagacity shown.—*London Spectator.*

### The Tomato.

For a long time the tomato was regarded as  
little better than a poison. Then followed a re-  
action, and virtues were attached to it which it  
did not possess. And now certain Philadelphia  
physicians declare that it is injurious to the sys-  
tem. This recalls the theory of an old lady who  
lived in Boston a few years ago. After many  
years of study and investigation she came to the  
conclusion that the use of the tomato as an article  
of food invariably resulted in moral decadence.  
Her explanation was that it affected the brain in  
such a way as to obliterate the distinction be-  
tween right and wrong.—*New York Tribune.*

### Don't Wear Tight Clothes.

Tight boots make our feet cold, because they  
do not let the warm blood flow freely in the blood-  
vessels; and they are the chief cause of corns and  
bunions. Tight bands to dresses and petticoats

are very bad for health; they press on a part of  
the body which contains very delicate and im-  
portant organs; if these are injured by being  
pressed out of shape, we shall have pain and ill-  
ness from which perhaps no doctor can cure us.  
Much harm is also done by the tight bands stop-  
ping the free course of blood in our bodies, just  
in the parts where it is very much needed. It is  
also a very bad to hang a great weight of petti-  
coats and skirts round our waists; that does as  
much harm as tight bands. When garters are  
worn they should be put on above the knee, not  
under it; they should never be worn too tight, or  
they press on the blood-vessels and cause diseases,  
such as varicose veins—that is, veins which be-  
come constantly swollen.

### How to Make the Most of Life.

P. T. Barnum, the great showman, is a moral  
philosopher as well as a provider of entertain-  
ment for the masses. Here are some of his  
wisdom nuggets, picked out of a recent letter  
written by him for the *Lewiston (Me.) Journal*:

Make others happy around you. Do something  
besides talk and lament others' misfortunes.  
Reach out and help as many as you can. Next,  
keep busy. I have lived a busy life. I have  
never had time to get morbid. Nothing will  
make happy surroundings like doing good.

I have had, and for one of my age still have, a  
strong and vigorous body, and to this I give much  
credit for my life's happiness and success. It is  
a thing of the utmost importance to boys and  
girls, who would be glad for their lives, to learn  
and obey the laws of breathing, eating, drinking,  
bathing, clothing and exercise. It is of vital  
importance, further, that they abhor alcoholic  
stimulants, tobacco and narcotics.

### Be Moderate in All Things.

It is a mistake to labor when you are not in  
a fit condition to do so; to think that the more a  
person eats the healthier and stronger he will  
become; to go to bed at midnight and rise at day-  
break, and imagine that every hour taken from  
sleep is an hour gained; to imagine that, if a  
little work or exercise is good, a violent or pro-  
longed exercise is better; to conclude that the  
smallest room in the house is large enough to  
sleep in; to eat as if you had only a minute to  
finish the meal in, or to eat without an appetite,  
or to continue after it has been satisfied merely  
to please the taste; to believe that children can  
do as much work as grown people, and that the  
more hours they study the more they learn; to  
imagine that whatever remedy causes one to feel  
immediately better (as alcoholic stimulants) is  
good for the system, without regard to the after  
effects; to take off proper clothing out of season  
because you have become heated; to sleep ex-  
posed to a direct draught; to think any nostrum  
or patent medicine is a specific for all diseases.

### Aesthetic Stores.

We predict that ten years will see almost a  
revolution in what may be called the aesthetics  
of trade, and the successful merchant will be he  
who has the foresight and the courage to prepare  
for the new conditions. Within a few years the  
progress of good taste, elegance and comfort, as  
requirements of commercial life, has been extra-  
ordinary, and the momentum is constantly  
gathering force.

The dry goods store of the near future, whether  
wholesale or retail, will be a suite of parlors.  
There was a time when a bad light, clumsy fur-  
niture and a dingy aspect were considered to  
throw a certain respectability round the store,  
just as the dust of ages is thought somehow to  
add to the mellowness of the coloring of an old  
master. But this idea is exploded, along with  
the notion that quill pens are better than type-

writing machines. We have to thank the spirit  
of competition very largely for this improvement.  
Where the race is so eager the competition can-  
not afford to ignore the slightest advantage, and  
hence the more subtle ingredients of success are  
explored and utilized.

It is as certain as anything in the future well  
can be, that America will become an artistic  
nation, in the sense in which Italy was in the six-  
teenth century, and in which Japan is to-day.—  
*Dry Goods Economist.*

### Hot Milk and Seltzer.

A group of men went into a popular resort a  
few days ago, each calling upon the dapper and  
bright looking mixologist behind the bar for his  
favorite liquid. The man with snowy shirt bosom  
and white vest leaned forward and took each  
man's order. When he got to the last of the  
group, who was a young business man with a  
tired look, the order was "hot milk and seltzer."  
The chemist paused for a few seconds, attracting  
the attention of the others. "What's that?" they  
all asked in a chorus. "Hot milk and seltzer,"  
he replied; "try some. It's a fine thing." While  
the man behind the polished board was preparing  
the refreshments our friend held forth at length  
on the virtues of the preparation he had ordered.  
"You see, my doctor put me onto it, and I like it  
so much that I call for it every time I'm asked to  
drink now. I believe it is a New York fad, and  
it's a good one. It is a better bracer than any-  
thing ever served over a bar, and I believe it beats  
a good many things the druggists give a fellow." By  
this time he had swallowed his glass of  
hot milk and seltzer. The effect was observed  
immediately. His look of weariness left him and  
he looked chipper and bright. He had been up  
the night before losing a good deal of sleep. "If  
you are worn out, try one of 'em," was the advice  
of the young man. "It takes away a good deal  
of ill feeling and builds a man up quicker than  
anything I know of."—*Helena Independent.*

### The Extinction of Blondes.

Most people who can look back twenty years or  
so must have noticed how much scarcer blondes  
are in the upper classes of Eastern and Western  
society than they were. Travellers have noticed  
the same thing in England, where the fair-haired  
Anglo-Saxon girl, of which Rowena was a type,  
is almost extinct. Nowadays if you do see a fair-  
haired woman in the streets of London, you can  
be pretty certain that her locks are dyed. The  
Jews were a fair-haired race, and golden-haired  
and blue-eyed Jewesses are common to-day in  
Jerusalem. The Venetians of the days of Titian  
and Veronese were sunny-haired, and we have it  
on the authority of Ruskin that the old Greeks  
and Romans were the same.

When Mallock's "Is Life Worth Living?"  
appeared, a wit answered the question by, "it all  
depends upon the liver." Now an ingenious cor-  
respondent explains the extinction of the blonde  
in the same way. It's a question of liver. He  
once asked a physician why dark-haired people  
have such weak livers, while fair people never  
know whether they have a liver or not. The  
answer was: "I cannot tell you why, but you are  
right; dark-haired people must always be careful  
with their livers."

Here lies the whole thing in a nutshell, re-  
marks the ingenious one. Heaven sent us golden-  
haired women in the olden times, when we were  
good, and the devil sends us cooks in modern  
times when we are bad. Our grandfathers' livers  
are ruined, and we inherit their bile, which turns  
our hair black.

But Germans are bilious, and yet retain their  
golden locks, while the Irish, who suffer least  
from their livers of any people in the world, were  
so fair that as late as the sixteenth century



dark-haired men and women had Dubh (black) prefixed to their names.

So the theory doesn't quite hold water.

#### Selling Fine Goods.

Fine goods do their own advertising, and when once started almost sell themselves. Going into a prominent city retail grocery, says the *American Grocer*, we saw a number of casks of currants, to which the owner directed attention, and said: "They will stay there, for we commenced putting our trade on these goods and now we cannot sell the ordinary sort. And it is so with everything. The best goods take the first place." This bit of experience was a surprise, because it came from a section of the city where the superficial observer gains the impression that cheap goods and low prices would secure the greatest patronage. The poorer people are learning that the best goods are the cheapest in the end. They find out that true economy in food is to eat that which gratifies the palate, thus gratifying the nervous system and assisting assimilation.

#### How to Preserve the Teeth.

A recent writer in the *Dental Journal* has made a careful examination of the different germs which are to be found in the mouth, and he has been able, by the many new methods lately introduced, to detect a considerable number of those minute bodies which we are only now finding out to be the causes of many most complex chemical reactions taking place both within and without the human body.

He found, moreover, that in the mouth those organisms had the power of manufacturing an acid which, when left in contact with the teeth, dissolves out the lime and makes the teeth soft at certain spots; this is the beginning of the decay, going on quietly at first, but as it gets deeper into the tooth it gets near the nerve, and the unhappy possessor discovers the mischief, of which till then he was probably unconscious. Now, having found out how it is that teeth decay so prematurely, we want to know what measures we may take to prevent this trouble of modern days, and fortunately we are able to get a satisfactory answer. We are told we must starve the germs, we must cut off their supplies promptly and methodically and perseveringly. How is it to be done? Well, like many other small people, the germs are extremely fond of sugar; in fact it is absolutely essential for their existence, and it is out of sugar that they make the acid, hence there is some truth in the popular belief that eating sweets spoils the teeth. Fortunately, however, sugar easily melts and is soon washed away from the mouth, but this is not the case after sweet cakes have been eaten, for the glutinous matter in the flour tends to cling about the teeth and gums, and prevents the sugar from being melted out; curiously, also, the saliva in our mouths has the power of changing the grains of starch that we find in all vegetable foods into a kind of sugar too, so that unless the teeth are

carefully cleansed after each meal we are exposing them to the influence of this acid.

#### Natural Gas Exhausted

From those sections of both Pennsylvania and Ohio where natural gas has been almost exclusively used for fuel during the past few years, comes a uniform lamentation over the decreasing supply of that wonderful fuel. Decreasing pressure and failing supply in the Pittsburg and Indianapolis districts have been followed by the same phenomena in Ohio, and no one now doubts that the beginning of the end of natural gas is at

from the outlying wells of the Findlay district, the use of gas has been discontinued entirely, the company being forced to shut off the supply by the alarming decline in pressure and the appearance of water in the wells. The manufacturers of Fremont have been shut off by the Northwestern Company, even after offering to pay metre rates for their fuel. At Toledo the mills are beginning to use crude oil instead of gas, because of failing supply, and at Findlay one company employing 3,000 men has been unable to get gas for the same reason. In short, in nearly all natural gas towns the return to wood and coal or oil has begun, and, while Findlay is the least affected, and will doubtless have gas for several years, the fact that even in that, the great centre of the gas belt, where the most wonderful sources of natural gas in the world have been found, the necessity of careful husbanding of resources is apparent, proves that the end is, at furthest, probably not more than five years away. The failure of gas is accompanied by the appearance of oil. Many gas wells become oil producing when "shot," and oil is said to be finding its way into gas mains in many places. This makes it certain that the use of crude oil for fuel will follow the failure of gas, and that the natural wealth of Northwestern Ohio is accordingly far from being exhausted. This fact, too, will doubtless in part break the heavy loss that would otherwise have fallen upon those who have invested in the gas belt. The sum is large. In the Findlay district alone probably \$38,000,000 to \$40,000,000 have been invested in lands, leases and wells since gas was discovered, and expenditures are still being made. The aggregate throughout the gas field is several times this. It is fortunate, indeed, that the prevalence of oil will prevent the great loss that would otherwise occur.—*American Analyst*.

#### Electric Light is Healthy.

It is remarked as showing what a powerful element of health the electric light is, that the general health of those who use it improves, their appetite and their ability to sleep increase, and the visits of the doctors become less frequent. This is especially apparent in the statistics of attendance of working people in factories and other places. In the savings Bank in Queen Victoria Street, London, where 1,200 persons are employed, the absences from illness have been so far reduced that the extra labor gained is said to have paid for the electric light. The influence of artificial light on the eyes has also a very important sanitary bearing. It has been asserted that the injury to the eyes, of which the growing short-sightedness of the day is but one result, is due to the heat rays. If that be so, the electric light is less injurious than any other. If the eyes are exposed to the strong light of the arc lamp, its ultra-violet rays have a painful effect, but no one has ever complained of the influence of a steady glow lamp upon the sight, and it is possible to read and write for many hours by such a light without experiencing the least fatigue.—*New York Sun*.



IN PENSIVE MOOD.

hand. The comforting theory which was so much exploited a few years ago, that this gas was being constantly produced by subterranean agencies, and the other one, equally comforting, which was so tenaciously held by many in the gas belt, that as rapidly as one field became exhausted another would be found to take its place, have alike proved untenable. It must be now conceded that the supply is limited. The facts that prove this view are found on every hand throughout the gas belt. The Northwestern Ohio district was always richer in this cheap fuel than the central part of the state, and the failure is therefore postponed somewhat, but it is certain, nevertheless. At Upper Sandusky, which drew its supply



## A Story of "Forty-Nine."

BY HARRY HOLLAND.

Atween the snow-capped granite peaks of 'Hampshire's massive height,  
The Widow Dare and only son were housed one Winter's night.  
A sturdy knock upon the door was answered from within,  
And, 'cross the threshold stepped a man, with face care-worn and thin.

He doffed his hat, stepped to the fire, took then a proffered seat,  
And when recovered from a chill, was asked if he would eat.  
He answered quickly, "In this house I will accept the right  
Ter break bread; ferther sake 'r one nick-named 'Your's, Honor Bright'."

The widow started; cried aloud, "Be you Ike Steve's son?"  
He stocd, extending both his arms, and answered, "I'm ther one!"  
Tears and embraces, rapid speech, and then a lengthened pause,  
'Till little Bill said, "Ma, is this our Mister Santa Claus?"

"Say, Mister! my name's Honor Bright! 'cause ma she tells me so!  
I kinder thought you'd come to-night! say! don't you think I grow?  
Ma says I look just like pa did! and say! please tell, you will,  
If you're the Mister Ike that went way off with Pa-pa Bill?"

"I wish you'd tell me all about the story; I'll sit here  
An' won't say nothin' 'till you're done! Please Mister, I don't fear!"  
Poor Ike wiped from his wrinkled cheek, a vagrant drop of care,  
Resumed his seat; addressed the boy as 'twere a con-course there.

### IKE'S STORY.

"We was pardners, me an' Billie, but as brothers, much more like.  
I'd ha' staked my life on him boy! He'd a done thersame fer Ike,  
Ye see, wal, Bill was your dad. Yes, an' Ike o' cou'se was me!  
An' Bill an' Ike, an' Ike an' Bill, was kinder like twins, ye see.

"But we drifted, somehow 'r 'nuther, an' ev'ry track, word an' sign  
O him, my chosen brother, was lost. 'Twar in forty-nine,  
W'en ther Californy fever bruk out; an' the thirst fer gold  
Struck me. Wal now, but I'll never fergit ther stories told,

"Uv the yellor stuff a lyin' 'roun loose, an' s' farnal thick,  
So we tuk our duds, an', flyin', we lit out fer Tinker's Crick;  
Detarmind sir fer ter bustle, an' rassel wi' any luck.  
We buckled holt on't; our muscle hit was screwed up t' ther chuck!

"Thar was me an' Charlie Rivers, Bill Dare, brave, fearless, an' true,  
Es jolly a set o' fellers es ever made up a crew.  
The three uv us war a tandem hitched up, an' a boss ter let!  
All winnin's, we 'lowed ter scoop 'em in one squar' family net.

"O' cou'se we hed fer ter prospec', an' live on a changin' feed;  
Fer we wobbled 'roun' a season, 'till at las' we struck a 'lead.'  
We wuked 'er fust kin'er easy; an' each man staked a claim.  
Yer father mined, an' Rivers he cooked, an' I hunted game.

"We managed ter hev some comforts, an' save up a pile o' dust.  
So es months crep' by, our efforts put us on th' upper crust.  
We then wuked one range tergether, fer three year sir, good an' stout.  
Then suthin' unforeseen happened. Your dad an' Rivers lit out.

"I was gittin' 'long to'ards fifty, Rivers was thirty-nine, Bill, he was jes' 'bout forty-tew; bent then fer t' quit the mine.  
We'd struck 'er rich uv a sudden; then divvied atween us three,  
An' ther share uv golden puddin' w'at war a comin' ter me,

"I'll 'low it was r' nuff fer one man. I packed my boodle one day,  
Struck fer ther states; lef' pick an pan; jes' four years bein' away.  
I must hev looked sum'at rough-like, my face all tanned up, an' brown,  
An' horny han's s' grim an' hard, a walk jes' like a clown.

"I cum slowly through ther diggin's, a stoppin' now here an' thar,  
Biddin' good-bye ter all ther boys, settlin' up back counts all squar'.  
I got nigh civilization; my trampin' days well nigh done,  
W'en I tuk sick wi' ther ager, an' tied up at Buckley's Run.

"Another year went by, an' then I struck a big wagon train.  
An' three weeks arter that, we pulled up short. I rested ag'in.  
I tried ter feel sorter hum-like, but hank'rins they cum an' went,  
Fin'ly I gathered; humped m'self, an' sloped to'ards East full bent.

"Got inter store clo'es at 'Frisco, then tuk the Hathaway stage,  
Fust cashin' my dust wi' Fargo. Hit did seem quite like an age  
Sence I'd seen a child 'r a 'oman; but thar' right a front 'r me  
Sot a gal, holdin' a youngster; a trottin' on't wi' 'er knee.

"It 'tracted uv my attention. I sot thar' oneasy like,  
A yearnin' jes' fer ter mention I longed fer ter take the 'tike.'  
Purty soon the mother nussed it, an' cuddled down to 'er breast  
Ther kid lay, quietly sleepin'; it's han' on 'er bosom pressed.

"Thoughts cum an' went, jest a flyin'! My lips, they was pa'ched an' dry,  
An' I felt Je' like a cryin'; fer new tears stood in my eye.  
Soon I leaned a bit t'ards 'er, an' then put hit fa'r an' squar!  
Says I, 'young 'oman, who be ye?' Says she 'I'm ther Widder Dare!'

"I sot thar, speechless, an' wondered ef hern could a been our Bill;  
'Till you! ther babbie, woke me; else I'd a been dreamin' still.  
Yer mammy she tolt 'er story, es how Bill courted uv her  
Afore he went t' ther diggin's. Fin'ly she got ter git thar.

"Jest arter we es pardners split, they married an' settled down,  
An' Bill run a wet grocery in a small young minin' town.  
Ther trade war summat onsartin like. 'Twant no on-common thing  
Ter see 'r rough an' tumble fight, er watch a boss-thief swing.

"One night, a bad an' dirty lot o' 'Greasers,' wal they lit in,  
An' Bill he'd got ter treat 'r fight! Now that meant holes in his skin,  
But your dad was no chicken, boy, so coolly steppin' right back,  
Pulled two 'five-fun' rals' from 'is belt an' kivered the hull durned pack.

"Then, silence reigned fer a minit', whilst some sneak, flat on the floor,  
Drew a bead on both ther lanterns. 'Nuther whelp barred ther door:  
An' hit warent more 'n no time afore Bill give a yip!  
Then bounded over ther counter, an' wi' an' almighty grip,

"Caught one skunk w'at hed a bowie; who 'lowed he'd slip Bill's wind.  
But the rest on't's tolt too suddin. Bill stumbled, fell; frum behind,  
Ther d—d coward wi' ther bowie hed jabbed it inter Bill's back!  
An the bravest man in Bull's Eye Gulch hed cashed in his final stack!"

The speaker paused for a moment, thinking how to end the tale.  
The boys sat anxiously, blinking, thrilled, charmed, but earnestly pale.  
The mother half turned, looked askance, then quietly left them there,  
To give last touches to the meal which Ike was soon to share.

"Wal," said Ike, "thar was a contrac' atween thet ther Bill an' me  
Thet never was writ on paper. No fuss an' no tweedle-dee,  
But a solemn oath thet bound us two men, in love or in fight.  
We'd squar' up one another's 'counts ef we lived to, Honor Bright!"

"Hum went ther widder an' youngster; whilst I turned about, went back  
An' spent a year's time a hustlin' tergite on ther Greaser's track.  
Favored at last by kind Fortune, I fin'ly struck ther trail;  
Found 'im! We hitched up tergether! He ther kite, I played ther tail.

"My story, ean-a-mos' over, ain't jes' w'at you orter hear,  
But hit's plum right fer ter tell ye es how I played him ther queer,  
By buyin' fer 'im ther shanty, ther very same one thet Bill  
Hilt w'en 'e threw up 'is ante. I reckoned his hand I'd fill!

"Nobody knowed me. My victim jes' reckoned he'd made a strike.  
Ther on'y name 'e knew me by was jes' plain, ev'ry-day Ike.  
Ther money was all 'e cared fer! We opened; an' ther fust night  
A row started. I pervoked it! The cur whelp was forced ter fight.

"I'll never fergit 'till dooms-day, the gleam in thet Greaser's eye  
W'en I tolt 'im short an' suddin thet he er I'd hev ter die!  
I tolt 'im 'I've sworn ter kill ye! Stan' up like er man an' fight!  
Fer on this spot I'll squar' accounts long unsettled! Honor bright!"

"Ther mention er your dad's trade-mark was holy terror ter him!  
An' 'though he was quicker 'n littenin' I reckoned I'd settle trim!  
My brain it was cool an' ca'm like; but my voice was chuked an' thick.  
Thar wan't no time fer rehearsal! Says I 'defend yerself!' quick!

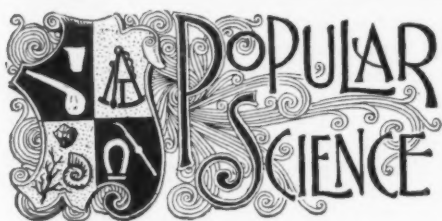
"He whipped out a ten-inch bowie, sprung for'ard; our two eyes met!  
Ther crowd made way, but on each face was the look o' fa'r play set.  
He knowed 'twar his las' chance, sartin. So, heavin' uv his hull heft,  
He threw me; an' quicker 'n littenin', a chord in my right arm cleft.

"I hugged ther durned cuss with t'other, grapevined 'is legs in er knot,  
An' strength, born o' pain an' frenzy, helped wuk his blade ter ther spot,  
Percisely whar he'd jabbed Bill! Strength waned: I felt like ter wilt;  
But I strained an' rolled 'im on it! Then shoved er plum t' the hilt!

"I dunno nuthin' thet happened fer some six months arter that.  
I left ther diggin's hows'mever, an' said good bye ter Hull's Flat.  
I'm yere! An' now my fine laddle, ef your marm an' me kin agree,  
I'll squar' my oath! Be your daddie! An' make this family three!"

The child looked, still, for a moment, then clasping old Ike by the knee,  
Turned towards his mother and archly said, "God's sent a new papa to me!"  
The moon-beams aslant the lattice beamed soft in the cottage that night;  
As Ike faced the mother and questioned; She answered, "Yes, yours! Honor Bright!"





#### Eggs \$18,000 Per Dozen.

The most valuable egg in the world is that of the extinct great auk, a specimen of which was sold the other day for \$1,500. Of all known eggs the biggest is that of the extinct giant ostrich of Madagascar, supposed to be the original of the mythical roc. Semi-fossil specimens of it were recently used by the natives of the country as vessels for holding or carrying water. One of them will hold more than two gallons, its bulk being equal to 148 hens' eggs or six ostrich eggs. At this rate a dozen auk's eggs would be worth \$18,000.

#### The Telephone as a Weather Prophet.

The telephone is about to have a new application - that of foretelling storms. A new discovery has been made as to one of the properties of this means of transmitting sound. By placing two iron bars at seven or eight meters distance from each other, and then putting them in communication on one side by a copper wire covered with rubber, and on the other side with a telephone, a storm can be predicted at least twelve hours ahead through a dead sound heard in the receiver. According as the storm advances the sound resembles the beating of hailstones against the windows. Every flash of lightning, and, of course, every clap of thunder that accompanies the storm, produces a shock similar to that of a stroke of a stone cast between the diaphragm and the instrument.

#### Kinds of Trees in the United States.

There are 413 species of trees to be found within the limits of the United States and Territories, sixteen of which, when perfectly seasoned, will sink in water. The heaviest of these is the black iron-wood (*Condalia ferræ*), found only in Southern Florida, which is more than thirty per cent. heavier than water. Of the other fifteen the best known is the *lignum vitæ* (*Guaiacum sanctum*) and the mangrove (*rhizophora mangle*). Texas and New Mexico, lands full of queer, creeping, crawling, walking, and inanimate things, are the homes of a species of oak (*quercus grisea*), which is about one and one-fourth times heavier than water, and which when green, will sink almost as quickly as a bar of iron. It grows only in mountain regions and has been found westward as far as Colorado Desert, where it grows at an elevation of 10,000 feet. All the species heavier than water belong to tropical Florida, or in the arid West and Southwest.

#### From Steel to Aluminum.

In all probability the day of steel is almost over. Aluminum will soon take its place. A metal as little liable to tarnish in air or water, as little or less affected by acids than gold, twice as strong as steel and one-third the weight, as malleable and as ductile as gold, aluminum offers advantages to the shipbuilder, as it does to the bridge builder, to the machinist and all engaged in mechanic arts in which any metal is employed, that cannot be ignored, and the only thing that stands in the way of its substitution for steel and iron, and perhaps for copper, tin, lead and every other metal except zinc, which has uses peculiar to itself, is the cost of production from the ore. Aluminum is the most abundant of all metals contained in the earth's crust, being a constituent of all clays,

and a slight improvement in the method of reducing it will bring its cost down to such a point that iron and steel at present prices would be dear by comparison, because of the better use that can be made of this lighter and stronger metal. Its cost now is sixty cents a pound. When it falls to ten cents it will be much cheaper than steel at five.

#### A Startling Experiment.

A curious incident, which points an interesting moral, is related in Mr. F. L. Pope's lecture on "Electric Railways," read before the Electric Club last week. Mr. Pope tells how, when visiting an electro plating factory at Antonia, he saw a workman place a metal pail on the two wires leading from the dynamo supplying current for plating. The pail instantly disappeared, being not merely melted but converted into metallic vapor, which illuminated the whole workshop with a flash of startling radiancy. The impression which such an incident would have produced on an ordinary observer would be that the current was a very dangerous one, and that it would mean instant death to touch the wires. As a matter of fact, the two could be grasped one in each hand without experiencing the slightest unpleasant sensation, the heating effect which was so startlingly demonstrated being produced by the great volume of current flowing. There is no instance on record of any dangerous shock having been received from an electrical railway, which carries a current of considerable volume, but of a comparatively low difference of potential.—*Electrical Review*.

#### Photography of Colors.

The recent success of M. G. Lippmann in solving the problem of reproducing the colors of the solar spectrum photographically is one of the most interesting and beautiful results of modern laboratory experiment.

In announcing his discovery to the Paris Academy M. Lippmann says the conditions essential to the photography of colors are—first, a sensitive film showing no grain, and second, a reflecting surface at the back of the film. Albumen, collodion and gelatine films sensitized with iodide or bromide of silver, and proved by microscopic examination to be free from grain, are placed in a hollow dark slide filled with mercury, which forms a reflecting layer. The exposure, development and adjusting of the film are done in the ordinary way, but when completed the colors of the spectrum are visible.

The explanation is very simple. The incident light which forms the image in the camera interferes with the light reflected by the mercury. There is consequently formed in the sensitive film a series of fringes or maxima and minima of luminosity. As the close of the experiment the maxima are seen to be marked by deposits of silver. The thickness of the film is divided according to the deposits of silver into laminae of thickness equal to the interval separating two maxima of light in the fringes—that is, half the wave-length of the incident ray; and it is these laminae of metallic silver which by reflection so beautifully reproduce the colors of the incident light. This discovery marks a new and brilliant era in photography, the importance of which cannot now be easily exaggerated.

#### An Early Form of Telegraphy.

Among the early devices for conveying information to a distance by means of signals, the following is very ingenious: It was used by the Grecian general, Æneas, who flourished in the time of Aristotle. It consisted of two exactly similar earthen vessels filled with water, each provided with a cock that would discharge an equal quantity of water in a given time, so that the whole or any part of the contents would escape in precisely the same period from both vessels. On the sur-

face of each floated a piece of cork supporting an upright, marked off into divisions, each division having a certain sentence inscribed upon it. One of the vessels was placed on each station, and when either party desired to communicate with the other he lighted a torch and held it aloft until the other did the same, as a sign that he was all attention. On the sender of the message extinguishing the torch, each party immediately opened the cock of his vessel, and so left it until the sender relighted his torch, when it was at once closed. The receiver then read the sentence on the division of the upright that was level with the mouth of the vessel, and which, if everything had been executed with exactness, corresponded with that of the sender and so conveyed the desired message.—*Popular Science Monthly*.

#### Timber Preservatives.

Of the many processes suggested for preserving timber, only three have been much used. Of these, kyanizing or impregnation with bichloride of mercury, has proven very effective for structures—like bridges—exposed to the weather alone, and not to continuous dampness; but for railway sleepers or pavements it is of doubtful value. Burnetizing, or treatment with sulphate of zinc, is unfitted for bridges and other exposed places, on account of the readiness with which the zinc is washed out. Several methods of preventing this, however, closing the pores of the wood, have been proposed. The burnetizing process is used to some extent in the United States for railway sleepers, though the cost is twenty to twenty-five cents each; while on English railways the third process, creosoting, is almost universally employed. Creosoting is also much used for harbor works, as it offers the only practicable means of resisting the attacks of marine worms. A new process, consisting in soaking the timber in naphthaline, was introduced into England in 1882, and is reported to have given good experimental results for sleepers, coal mine supports, harbor works and cars, and to have the advantages of not unfitting the wood for cutting or painting, and of being readily applied to the undried logs.

#### New Uses for Wood.

To what uses wood may yet be brought is apparently beyond the bounds of imagination. An attempt is being made to manufacture flour out of wood. A company has recently been organized to introduce a wood flour. Repeated mention has been made that a good article of brandy is made from pine. And if the latest discovery proves to be successful a man may be able to get both meat and drink from a board. The rationale of the process is thus explained: the fiber of wood consists essentially of celluline. This is to be changed into starch. Starch has exactly the same percentage in composition, but, as every one knows, it differs very much in its properties, and the nature of its molecule is probably much more complex. Celluline is of little or no nutritive value, and is not altered, like starch, in boiling water. It readily gives glucose when treated with sulphuric acid, as is easily shown when cotton wool, which is practically pure celluline, is merely emersed in it. Starch gives the same product when boiled with weak acid. In an address delivered at Freidelberg by Victor Meyer, an eminent authority, the speaker further quoted from the researches of Hellreigel, which go to show beyond dispute that certain plants transform atmospheric nitrogen into albumen, and that this process can be improved by suitable treatment. The production, therefore, of starch from celluline, together with the enforced increase of albumen in plants would, he adds, in reality signify the abolition of the bread question. It must be borne in mind, however, that theory, fascinating and promising though it may be, is not always capable of being followed up by a practical result.—*Minneapolis Lumberman*.



## ANACORTES.

## The New Seaport at the Lower End of Puget Sound.

BY E. V. SMALLEY.

The belief that a large commercial city will at some time grow up on Fidalgo Island can be traced back to the earliest settlement of the Puget Sound Basin. It is so old that it might almost be called a tradition. It attracted the first pioneers to the island, to enter their claims along the water frontage. It led Hazard Stevens, the son of gallant Gen. Isaac Stevens, the first explorer of a northern route for a transcontinental railroad and the first Governor of the Territory of Washington, to acquire land on the island, and at a later day it has been the motive of much speculative movement, of land syndicates, of land bonuses offered to encourage railroad building and of many plans and hopes for the easy acquisition of wealth by the sale of town lots. All this time, however, the fortunate cities further up the sound—Seattle and Tacoma, with their railway connections already secured

had been turned over to the Oregon Improvement Company, which went on to complete under the corporate franchise of the Seattle & Northern. Coal had been found in large quantities up the Skagit River, the mouth of which is close to Fidalgo Island, and an iron mountain had been discovered near the coal veins. It seemed a good proposition to build from the nearest harbor across the fertile tide lands and up the Skagit Valley to these prospective sources of business. The immediate result of the building of the railroad was an exceedingly active townsite boom, in the winter of 1889-90 at Anacortes, on the northern end of the island. The forests were felled, wharves, stores and dwellings built, and a population of nearly three thousand speculators, traders and adventurers flocked in last summer. There was a strong reaction and fully half the people drifted off in search of new fields for speculation, or from inability to make a living from the small volume of regular business then developed at the place. This spring there is a new forward movement, a fresh building activity of a stable sort, a large influx of new population, and evident indications that a steady growth has begun which will last for a long time. This new

north of it, partially enclose the Rosario Strait, and with Cypress and Guemes Islands, form a secure, land-locked harbor on the north side of Fidalgo, marked on the early charts as Ship Harbor, from the fact that ships could come in under sail from the ocean, and, rounding the southern point of Lopez, could come to safe anchorage snug from winds and waves, off the shore of Fidalgo. Between Fidalgo and Guemes is a short passage known as Guemes Channel, about a mile wide by two miles long, which leads into an inner harbor, the broad part of which is called Padilla Bay, while a small indentation on the northeast side of Fidalgo, overlooked by a bold promontory jutting out from the extreme end of the island, is called Fidalgo Bay. Partly on this bay, partly on Guemes Channel and partly on Ship Harbor lies the new town of Anacortes. If it should grow to be a city it will reach over the northwestern point of the island to the shores of Burrows Bay, an excellent roadstead, sheltered from the straits by a group of small islands. A large area of the adjacent mainland was originally tide-flat, and this land has been diked and is cultivated to hay and oats, yielding from 100 to 150 bushels of the latter to the acre and

four or five tons of hay. These lands are known as the Swinomish flats. Near them is a large stretch of fresh water marsh land which has also been reclaimed by dikes and is enormously productive. In all there are about 40,000 acres of these fertile low lands lying within sight of the heights on Fidalgo Island, near the mouth of the Skagit, and about ten miles south there is still another stretch of cultivated tide land called Stillaguamish Flats, at the mouth of the river of that name. From the salt water shore back to the Cascade Mountains, extends a hilly forest region, creased by narrow valleys with rich bottom lands through which flow the streams fed by the snows and springs of the mountain slopes and passes.

Fidalgo Island is six miles long and about the same width at the broadest part. Its area is not quite that of a government six mile square township. Now, as all the waters which surround it are navigable, except on the mainland side, where there are tide shallows not deep enough for large vessels, it is plain that there is a great deal of room for townsite projects. The town actually grew up



EARLY TIMES IN ANACORTES.—BOWMAN'S PIONEER STORE.

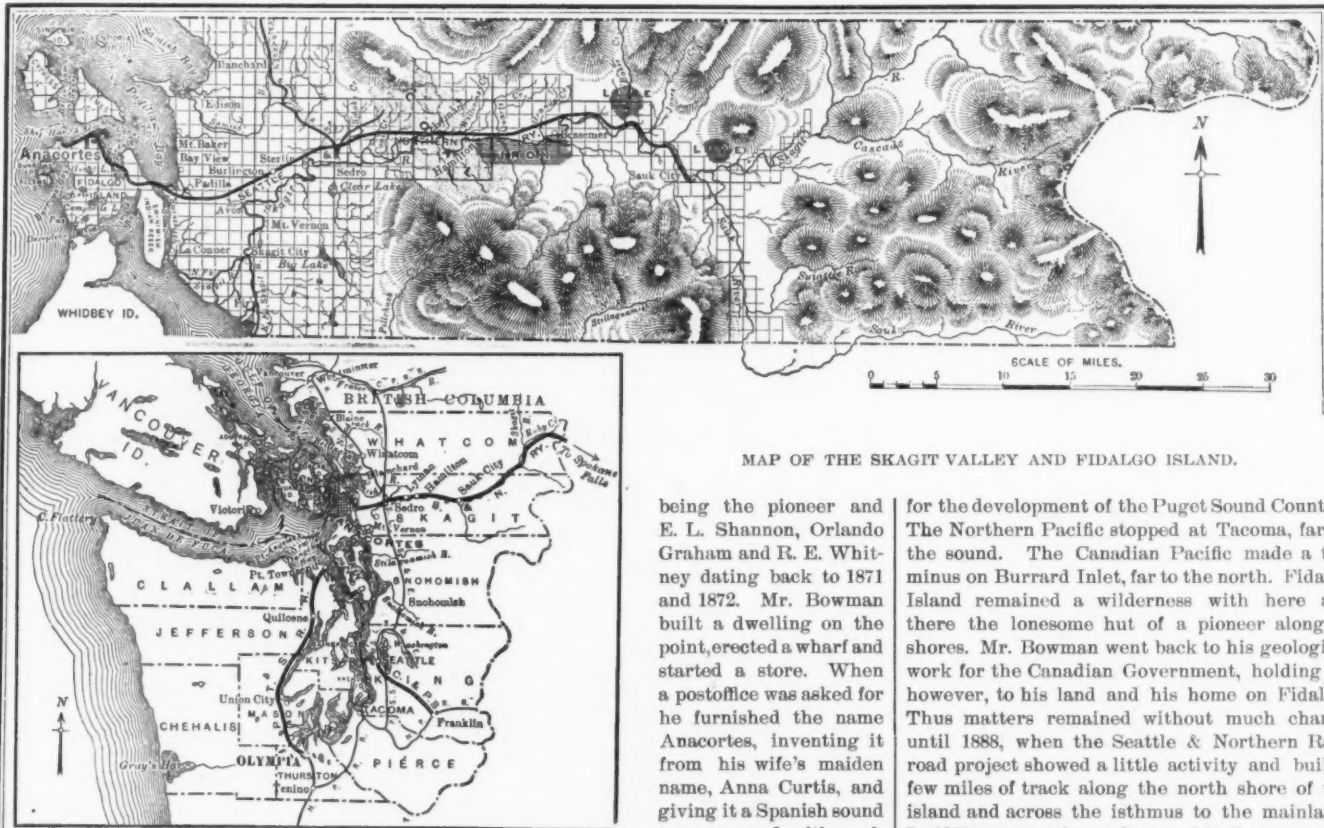
and their trade established, ridiculed the notion that a rival would ever appear between them and the broad Strait of Juan de Fuca, which leads straight westward to the Pacific. Very lately the hopes of the Fidalgo Islanders received a new reverse by the rapid growth of a double-headed city, Whatcom and Fairhaven, on Bellingham Bay, only fifteen miles north of them. This unlooked for development seemed in the minds of many to preclude the possibility of another center of population and trade springing up so near by.

Nevertheless the Fidalgo tradition—some thought it a superstition—was too strong to be put down. In 1888, about the time that Fairhaven took a start on the cove adjoining Whatcom, stimulated by railroad building into quick growth, a land bonus of over 2,000 acres was arranged on Fidalgo Island by Amos Bowman and offered to T. J. Milner, W. W. Holcombe, and other parties supposed at the time to represent the Union Pacific, on condition that a railroad should be built inland to no definite point, to give Fidalgo a connection with the road then building north from Seattle. It turned out a year later that these lands and the beginning of the railroad

high tide in Anacortes affairs has been caused by the transfer of the Oregon Improvement interests to a management in alliance with the Northern Pacific; by the advance of the railroad to the Hamilton coal field; by the opening of a valuable coal vein on Lake Whatcom, and by the remarkable discoveries of precious metals along the base of the Cascade Mountains.

Now let us look for a moment at the facts upon which this old Fidalgo tradition has rested. The Strait of Juan de Fuca is the broad gateway from the Pacific Ocean to Puget Sound on the south and to the Gulf of Georgia on the north. It has a nearly uniform width of fifteen miles and is eighty miles long, from Cape Flattery to its head, where its waves, coming straight in from the open sea, break against the shores of the islands of the San Juan Archipelago. Right at the head of the strait is Whidby Island, thirty-five miles long, stretching its southern arm far up into Puget Sound. Just beyond the northern point of Whidby lies Fidalgo Island, and in front of Fidalgo, and between it and the open strait, lies the large irregular shaped island of Lopez, flanked on the east by a number of smaller islands. Lopez, and saddle-bag shaped Orcas,

where the early settler of the best resources and business talent owned the land. That settler was Amos Bowman, a shorthand writer in New York City when a boy, engaged on the staff of the New York Tribune, and later a geologist and topographer employed by the Canadian Government in its first surveys for a route for a railroad to the Pacific Coast. Mr. Bowman was a map maker and a student of maps. He noted, while engaged in his Canadian work, the course of the rivers, the location of mountain passes, the soundings of the channels around the San Juan Archipelago, the direction and terminus of the great Fuca Strait, the position of the islands in relation to winds and currents, and thus accumulated a mass of information, which he thought pointed to Fidalgo Island as the best site for a terminal city for both the Northern Pacific and Canadian Pacific railroads. This was before he had seen the islands or knew anything of its topography. As soon as he could get a temporary release from his surveying labors he went to the island, apprehending that it might be rocky and precipitous, and saw with delight that the shore sloped back gently from the water front on the Guemes Channel and on

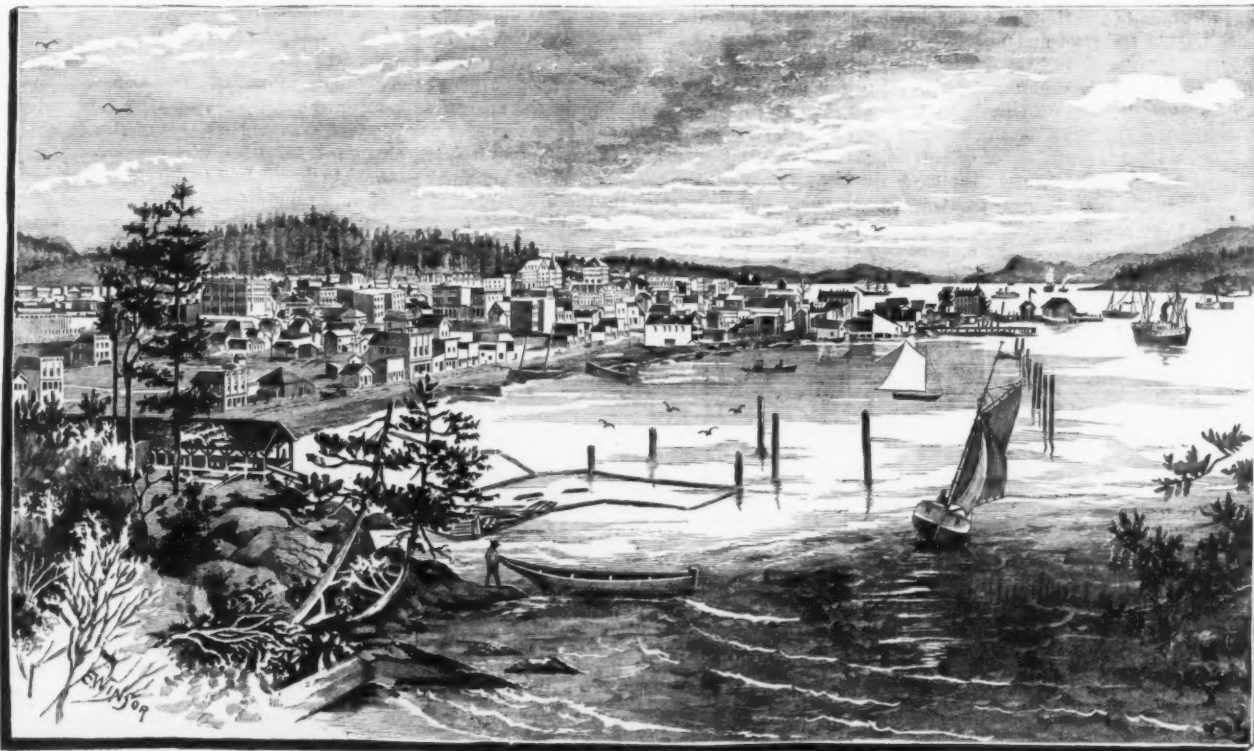


MAP OF THE SKAGIT VALLEY AND FIDALGO ISLAND.

Fidalgo Bay and was nowhere too abrupt for town building. This is exceptional with the islands of the archipelago, most of them being exceedingly rugged and almost mountainous. Mr. Bowman heard that Hazzard Stevens, then living in Boston, had a tract of land for sale. He reached Stevens by telegraph and bought the land. This was fifteen years ago. There were a few settlers already on the island, Wm. Munks

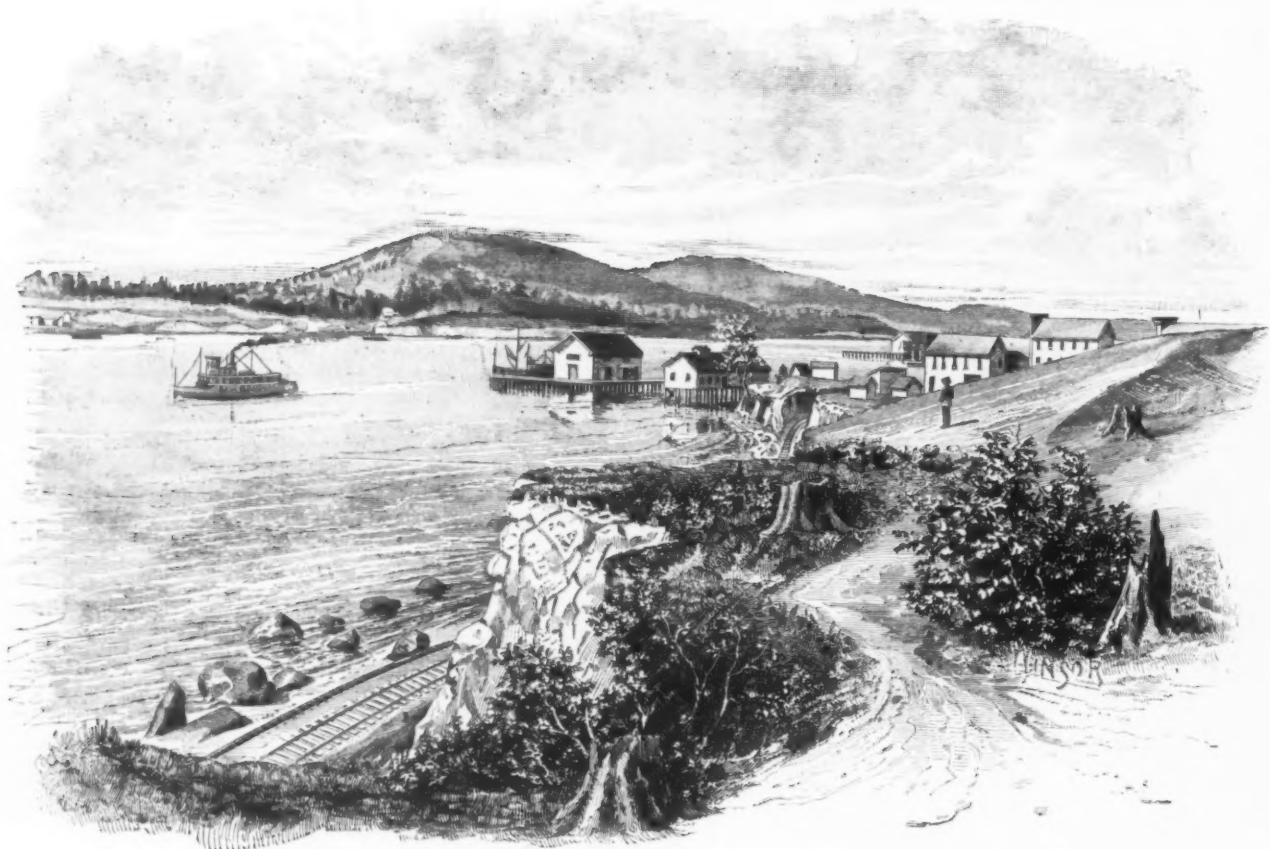
and Fidalgo, applied by the first Spanish explorers. In 1882 Mr. Bowman started a weekly newspaper called the *Anacortes Enterprise* and made for it a map showing the commercial advantages of Fidalgo Island. There were hardly a score of settlers at that time on the island to read the newspaper, but he mailed it far and wide to everyone he knew or heard of as being interested in railway building and other enterprises

for the development of the Puget Sound Country. The Northern Pacific stopped at Tacoma, far up the sound. The Canadian Pacific made a terminus on Burrard Inlet, far to the north. Fidalgo Island remained a wilderness with here and there the lonesome hut of a pioneer along its shores. Mr. Bowman went back to his geological work for the Canadian Government, holding on, however, to his land and his home on Fidalgo. Thus matters remained without much change until 1888, when the Seattle & Northern Railroad project showed a little activity and built a few miles of track along the north shore of the island and across the isthmus to the mainland. In 1889 more work was done and in that year and 1890 there was great activity in building and speculation at Anacortes. It is plain that Mr. Bowman is entitled to the honor of being the father of the town. He never wearied in urging its advantages as a railroad and shipping point upon capitalists and railway men. His newspaper, now a daily called the *Progress*, spread the fame of the island far and near, and his personal efforts finally enlisted the co-operation of influences capable of rendering solid service to the place.



VIEW OF ANACORTES, LOOKING TOWARDS SHIP HARBOR.





ANACORTES.—VIEW ON SHIP HARBOR, LOOKING ACROSS TO GUEMES ISLAND.

Of course the later development of the Fidalgo idea had to come from the strong hands of syndicates and corporations. Mr. Bowman raised from his own holdings and those of his neighbors the land bonus asked for by the Oregon Improvement Company for the starting of the railroad to the Skagit Valley. There was prior to this movement a large land interest on the island in the hands of the McNaughts, of Seattle—three brothers, one of whom is the General Counsel of the Northern Pacific Railroad and now lives in New York. This influential railway official was in a position to secure attention from railway men and other capitalists in the East to the peculiar advantages of the island for the building of a commercial city. A great deal of credit is due to James McNaught for the recent rapid advance of Anacortes. By his advice a number of strong Northern Pacific capitalists became interested in land ownership on the island and may be counted on for money to develop the resources of the interior and to provide shipping facilities as fast as needed at the new city. Coal bunkers will be built, additional wharves constructed when required and ample terminal facilities provided for railroad operations.

It will be seen from the above sketch of the history of Anacortes that the place is not the product of one of those wild speculative booms which are the curse of all new regions. It rests in its present achievements and its hopes for the future upon remarkable

facilities for ocean and inland commerce, upon great resources of coal, iron, timber, farm products and precious metals in the near Valley of the Skagit, and on the active interest of corporations and individuals with large means to make most of these advantages.

Anacortes does not in any way depend for its growth on pulling down or even checking the growth of the cities up the sound—Seattle and Tacoma. It is a long way from those cities and it has back of it a large new region, just beginning to be developed, which has resources ample to support a considerable suburban population at its natural seaport. No change in the currents of trade is necessary to make of Anacortes a place of real importance. All that is required is to steadily exploit the natural resources lying at her doors and bring the results down here to tide water, where they can meet the steamers and sailing ships from the high seas. Tacoma

and Seattle are strong in their geographical positions and in their relations with the country which is theirs by right of their situations and their railway facilities. Anacortes does not seek to antagonize either. She has an independent proposition of her own which in brief is this: Here around the shores of this island are superb, land-locked harbors, communicating on one side directly with the Straits of Juan de Fuca, which is the broad waterway to the Pacific, and on another with the Gulf of Georgia, which is the wide, deep, inland water route up to the shores of British Columbia and Alaska. This island faces on the mainland side the largest valley in Western Washington, that of the Skagit, which has a vast store of varied resources. Now we intend to do our best to develop the resources of that valley and to make the most of the natural advantages of this island for a railway terminus and a seaport. What will come of these efforts

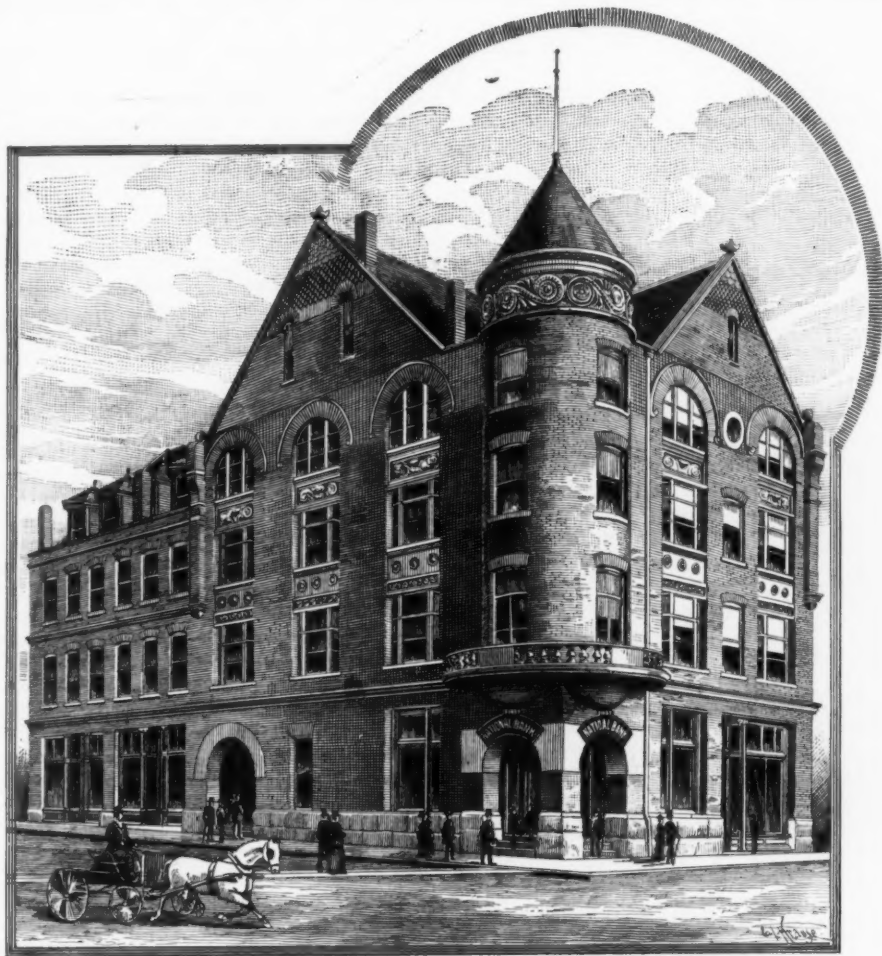
we cannot say, but we are confident that in due time they will make a city of Anacortes. If they make only a large town we shall be amply rewarded and our present plat will all be covered with business and residence structures. If they make a considerable city the whole of Fidalgo Island will be required for the urban and suburban growth, and the near shores of the mainland and the islands of Guemes, Cypress, Lopez and Whidby will be covered with villas and cottages.

Let us now glance at the island of Fidalgo and its surrounding waters,



ANACORTES.—ON THE OREGON IMPROVEMENT CO.'S WHARF.





THE ANACORTES HOTEL.

as depicted on the picture map accompanying this article. On the shores facing the Guemes Channel and the Bay of Fidalgo the land descends by a very gentle slope to the water's edge. Further around to the west where Ship Harbor broadens out there is a bluff about fifty feet high along the water's edge, and then a plateau, rising inland to wooded hills with summits about 800 feet above the tide. At no point are there precipitous shores. In fact there is nowhere a mile of shore front which could not easily be made to answer the needs of commerce if required. The deep water frontage, now being utilized for shipping here and there, extends from Cape Sante, near the original town of Anacortes, for a distance of over four miles to Shannon's Point, on the headland which shelters Burrows Bay. On this front four wharves have been erected; two by the Oregon Improvement Company, one by the Northern Pacific and one by the McNaught land interest. On Fidalgo Bay the water shoals near shore, and this makes the bay valuable for sawmills and other manufacturing concerns which require boomage and a situation for mills on piles where vessels can lay alongside them to load.

Dotted here and there about the surface of the island are a number of fresh water lakes fed by springs, the largest of them being about a mile long. Lying at elevations of three or four hundred feet above the level of the sea these natural reservoirs of pure water are of great value for a water works supply. One of them has already been utilized and others can be drawn upon at very small expense as the city grows. The pressure in the mains in the present system is so great that water is thrown from the hose attached to hydrants over the highest buildings. No fire engines will be needed in the future city if

hydrants are placed at all the street corners, and millions of dollars required for reservoirs and pumping machinery in places less fortunately situated will here be saved through the bountiful pro-

vision of Nature in these sparkling rock bound tarns of cold spring water. The highest elevation on the island is Mount Erie, and from its summit there can be enjoyed one of the most novel and magnificent panoramas of mountains, islands, channels and bays to be found in the world. I say novel, because there are few places on the globe where mountains of considerable height rise from the green sea waters and where enormous snow peaks tower into the sky on one horizon while on the other can be seen the white caps of waves that roll in through a broad estuary from the ocean. The monarch of the Cascade Range in this part of Washington is Mount Baker, a peak 10,000 feet high, with one sharp pinnacle and a broad shoulder on the southern side, forming a huge base of snow and ice from which the pyramidal apex rises some three or four thousand feet with singular grace and majesty. In its form this noble mountain is a combination of Hood and Tacoma, having the massiveness of the latter within its lower proportions and much of the lightness and regularity of the former in its dominating apex. It is almost as high as Hood, but falls considerably short of the altitude of Tacoma. The Three Sisters, near neighbors of Baker, would be remarkable mountains were they not dwarfed by the enormous bulk and height of the master peak. They also carry snow all summer and feed glacial streams.

The Skagit is the largest of the numerous rivers that rise on the Cascade Mountains and flow into Puget Sound. After its formation from many glacial torrents and spring fed mountain creeks it keeps a nearly due west course for ninety miles, spreading out into a broad delta about ten miles from the sound and thus forming the largest contiguous area of agricultural land to be found in any one locality in the Sound Country. This delta includes the Snohomish and Olymplan marshes, and is nearly all diked and farmed in hay and oats. Above the delta the Skagit forms a valley wide in comparison with that of most rivers in Western Washington, and capable when settled as well as are the valleys of the Puyallup and White rivers near Seattle and Tacoma, of supporting a large agricultural population. On Snohomish Slough, one



ANACORTES.—JOHN M. PLATT'S BANKING HOUSE.

of the mouths of the Skagit, is the pretty village of La Conner, with a population of nearly 1,000, supported wholly by the adjacent farming country, and on the main river is Mount Vernon, the county seat, with about the same population. Further up the river is the new railroad town of Sedro, and fifteen miles beyond Sedro, is Hamilton, the present terminus of the railroad building up the valley. Hamilton has great expectations, based on the development of the coal seams close by, and of the mountain of iron ore which overlooks the town. Steamboats run regularly up to Hamilton and at high water can go still farther up towards the mountains as far as the mouth of the Sauk.

The agricultural resources of the Skagit Valley are scarcely developed at all above the tide prairies on the delta of the stream. It is a costly business to clear land, but the heavy yields of hops, oats, vegetables and fruits make farming highly profitable on land which represents over a hundred dollars an acre of cash outlay for preparing it for the plow. Settlement is steadily pushing the forests back from the river bank and converting the bottom lands into farms. The Hamilton coal field has been explored far enough to demonstrate that it contains thick veins of semi-bituminous coal similar in quality to that which has developed a heavy shipping business at Tacoma and Seattle. This coal will be brought on a down-grade to the coal bunkers which are to be erected this year on the harbor at Anacortes. There is still another coal field on Lake Whatcom about twenty miles north of the Skagit Valley, at Blue Canyon, which will be tapped by a three mile spur from the road now being built by the Northern Pacific to the British boundary. The Blue Canyon coal is harder than that found at Hamilton, though no richer in carbon. It can be mined and shipped in large clean chunks, like the Brier Hill and Hocking Valley coals of Ohio. The railroad company has determined to furnish facilities this year for hauling this coal to Anacortes.

The iron mountain near Hamilton is an enormous upheaval of low grade ore. The assays show from fifty to fifty-five per cent of metallic iron. This would not make an attractive mining proposition in the East, in competition with the seventy per cent ore of the Lake Superior mines, but we must bear in mind that it costs from \$25 to \$28 per ton to bring railroad iron out to the Pacific Coast from Eastern rolling mills, and that no better iron ore than that of the Skagit Valley has been found in large quantities on this coast. Another important fact makes this Skagit ore of great prospective value—the existence within sight of the ore field of thick veins of good coking coal. This contiguity of ore and fuel makes the establishment of a large furnace and rolling mill plant reasonably certain, and whether it be established near the mines or at tide water, Anacortes will directly and largely profit by the expenditures it will involve and the population it will support. All future growth in

the Skagit Valley must of necessity benefit the seaport of the valley on Fidalgo Island.

Coal, iron, agriculture, and an almost inexhaustible wealth of timber are not the only resources of the Skagit Valley. During the past few months the old stories of veins of silver and gold cropping out of the gulches on the head waters of the Skagit have been verified by systematic prospecting, so that the opening of a profitable mining industry must rapidly follow. The ores are galenas with occasional sulphurets, and lie high up on the slopes of the Cascade Mountains and in the narrow ravines where the creeks are formed by melting snows. At the head of Cascade Creek and of the Sauk, both tributaries of the Skagit, some of the richest discoveries have been made. Two prominent rail-

themselves visited the recent discoveries and have gathered all the facts attainable as to the thickness and formation of veins and the character of ores, predict that within five years there will be thirty thousand people on the western slopes of the Cascade Mountains engaged in mining or directly supported by mining industry. The bearing of all this on the future of Anacortes is too evident to need discussion. Anacortes is the nearest seaport to the new mineral belt and will have direct rail connection with the first mines which show an output sufficient to warrant the building of the existing line to Hamilton on to the base of the mountains.

The following paragraphs are quoted from a recent publication on the coal and iron mines of the Skagit Valley:

In this valley—decidedly the largest Western Washington—the natural resources and agricultural products comprise everything found in the State west of the Cascade Mountains, in quantity more profuse, more readily obtained and more easily converted to profitable use than in any other section of this great region, and in all respects of a quality unexcelled, if anywhere equaled. Coal is found in numerous localities, and, to particularize, is now being mined at Hamilton, thirty-five miles east of Anacortes, where the mines are opened and in perfect readiness, upon completion of the railroad to this point, to deliver 15,000,000 tons without the sinking of another shaft, or the driving of another tunnel. These open mines of the Skagit Cumberland Coal Company consist of six well defined veins of highly bituminous coal in one timber covered mountain of 4,500 feet in height. The widest of these is twelve feet and the narrowest five feet; the others ranging at various widths intermediary. The quality of this coal is the best ever turned out in Western Washington and equal to the Cumberland coal of Pennsylvania. It is a firm coking coal and the best blacksmith forging fuel yet found on the coast. Similar veins of coal crop out at other places and mines are also in workable condition at Sedro. These coal formations run north and south, the same strata extending through Skagit County and appearing again on Vancouver Island, across



PRUNES AND PLUMS GROWN ON FIDALGO ISLAND.

way officials walked last fall for three miles on outcroppings of ore assaying from \$40 to \$100 to the ton. A mere prospect, opened up by an avalanche scraping the dirt off a steep mountain side, was lately sold for \$140,000. Next summer the mountains will be full of prospectors and miners, and numerous mining camps will be established on the streams flowing to the Skagit and the Snohomish rivers. By another year the railroad will have advanced up the Skagit as far as the mouth of the Sauk and the mining and shipping of ores will become an established industry. From the results of last year's explorations it is probable that this new mineral district will ultimately be found to extend south to the Snoqualmie River and north to the British Columbia line. Level headed men who have

the Strait of Fuca, where it is extensively mined and shipped all over the Pacific Coast and known as the Wellington coal. The vast quantity procurable, the facility of output and the easy grades by short rail route to Anacortes, are to make this city at an early day the principal coaling station of the Puget Sound Basin, for the railroad will be completed to these mines early in the year 1891. Iron ores exist in exhaustless quantities for a distance of over thirty miles up the Skagit Valley, east and west. At Hamilton, only separated by a roaring mountain stream from the mountain already described in which the coal is mined, is a twin mountain of iron ore. The ore extends in ledges up the mountain sides to an altitude of over 2,500 feet, cropping out continuously from the river bank. Six miles



further up the river at Bessemer are other great mountains of iron, exposing at these two points alone a quantity in magnitude too vast for computation. The analyses of these ores are more than satisfying—they are flattering. The color is of a rich black, the ore of a strong polarity and even fracture, and fully equal in quality to the Lake Superior ores which occur in the same geological formation. It contains a large percentage of metallic iron, without sulphur, and has barely a trace of phosphorus. It is of great strength and solidity, cheaply reducible to a pig iron and capable of entering into the most varied manufactures, being well adapted to the making of the best of steel. Everywhere throughout the valley and along the mountain sides is an abundance of wood, of most suitable character for the production of charcoal at the lowest possible price. Not only is the question of fuel for the working of these ores entirely settled, but the manufacture of the best qualities of refined iron required in the various industries can be most cheaply done here. After the removal of the more valuable timber logs, there still remains an enormous quantity of alder, fir, maple, ash, cottonwood, white cedar and hemlock for conversion into charcoal, the best fuel for refining purposes. All of these woods carbonize in ovens, as well as in kilns, with great readiness. They are immediately at hand, and four cents per bushel covers every expense of converting into charcoal and leaves a wide margin for contingencies. Limestone and marble occur in endless quantities, and are found associated so closely with the iron ores that, for fluxing purposes, the cost would not exceed fifty cents per ton. Leaving some margin for profit, the cost of manufacturing pig iron in the Skagit Valley can be safely figured at twelve dollars per ton. No iron center in the United States presents superior inducements. Not even Birmingham, Alabama, as a point with all the suitable materials for the manufacture of pig iron in close proximity, can do it more cheaply, and there the iron is of an inferior quality. When the superior market advantages of Washington are considered with an immense and rapidly increasing consumptive



ANACORTES.—THE M'NAUGHT BUILDING.



ANACORTES.—THE POST-OFFICE BLOCK.

demand, Birmingham is in no way comparable as a place of manufacture. Ten dollars per ton is now the freight alone upon iron brought from the eastern states to Washington, and this may be properly added as an additional margin for profitable working, as only a small portion of it would be consumed by the one item of higher labor, which somewhat increases the cost of production here. Labor is rapidly coming in to supply this demand, and when wanted, as it soon will be in Skagit Valley by the starting of several blast furnaces, good wages, pleasant conditions of existence and improvements in the manner of living, will quickly invite the best class of working men to these industries. All things fairly considered then, the iron masters of Washington and particularly of the Skagit Valley are positively assured a position unequaled by the pig iron manufacturers anywhere.

The writer of a handsome pamphlet on Anacortes and the Skagit Valley, recently issued by the Oregon Improvement Company, finds interesting parallels between Fidalgo Island and the Island of Manhattan, which he traces as follows:

The similarity of coast position between the two cities is peculiarly striking. Both are separated from the main land by bodies of water bearing a strong resemblance to each other, easily bridged and presenting no great barrier to facility of communication. These are Padilla Bay and Swinomish Slough in one instance, and Harlem River and Spuyten Duyvil Creek in the other. The Hell Gate of Manhattan finds its exemplar in Deception Pass, on the south side of Fidalgo Island. The ingress and egress with which the commercial marine passes through



HALIBUT CAUGHT OFF ANACORTES WHARF.

the Narrows to and from New York and the Atlantic, is matched by the still greater ease and security with which steamship and sailer lay their courses in and out between Anacortes and the Pacific through the Strait of Juan de Fuca. As a serviceable stream, the deep water channel of Padilla Bay and Swinomish Slough is much superior naturally to the Harlem River and Spuyten Duyvil Creek, and the great depth of water in Deception Pass divests that passage of much of the danger of New York's Hell Gate. In Deception Pass there are no sub-marine obstructions, and the only periodical swiftness of the current at certain stages of tide makes it other than a perfect pass-way. With attention to this one unfavorable condition, Deception Pass has always been and is now safely navigated by insignificant sternwheel steamers, while for powerful modern vessels it affords at all times an available route. On the north side of Fidalgo Island, Ship Harbor and Guemes Channel, stretching five miles east and west, present the same dock and wharfage facilities that are found on the Hudson and East River sides of New York. In two important points Anacortes may boast as possessing superior facilities, for with a current through its main harbor, ample for all sanitary purposes, it has little if any more than half the velocity of tide water about New York, and it could dock the Great Eastern anywhere at its wharves. Lying opposite on the north side, about one mile across Ship Harbor, is Guemes Island, presenting a shore front of equal facility of wharfage everywhere. Lopez Island stretches across the western entrance to Ship Harbor, with several smaller islands inside, completely protecting it and rendering the waters of the harbor and Rosario Strait placid and calm. In short, in the surrounding waters of Fidalgo Island can be found islands corresponding to Blackwell's, Ran-

dall's, Ward's, Bedloe's, Governor's and Staten Island in New York Harbor. In addition, for harbor facilities, Fidalgo Bay on the north side of the island and Similk Bay on the south side penetrate inland, almost meeting and severing the island. These form the east side of the island into a peninsula with extensive tide flats to be easily reclaimed out to deep water for the city's enlargement of water front if ever needed. Both bays are susceptible of great improvement at moderate expense to almost any extent desired. The neck of land lying between Similk Bay and the Swinomish Slough forms the Swinomish Indian Reservation. The island has a total area of 25,586 acres and its general topography is that of Manhattan, with rocky elevations existing naturally in a number of localities. Save at one central point—Mount Erie, which rises to an eminence of 1,300 feet—it could not be called more rugged than Manhattan by those who remember New York a little more than thirty years ago, when Fifth

Avenue was blasted through fifty feet of blue granite a little above where the Windsor Hotel now stands. Mount Erie is partially covered with timber, and its ascent is a delightful and entertaining

adventure rewarded by a magnificent prospect, as the stretches of water and a hundred islands come into view, forming a picture, bordered by the great snow covered mountain ranges, indescribably grand and beautiful. The south shore of the island, facing Deception Pass, and the west shore along Burrows Bay, extending north well up to the entrance to Ship Harbor, is too precipitous to permit of use for wharfage and too open to serve any purpose as a harbor; but here are charming residence sites, far surpassing in beauty the elevated shores of upper New York along the Hudson, or at Yorkville on the East River. From the shore front on Ship Harbor and Guemes Channel on the north side, which is marked in every way as the future business portion of the city, the rise is gentle and beautiful toward the center of the island, with a grade of 100 feet to the mile. On this elevation are centrally located four beautiful natural lakes—Pass, Heart, Erie and Cambell—affording the city a supply of the purest water for household purposes and ample for all others. From Heart Lake iron mains twelve inches in diameter are now laid to conduct water and furnish all parts of the city, to which it is led with good force by gravity. From surface wells, too, pure water is everywhere obtainable at a depth of ten to twenty-five feet. The conformation of Fidalgo, like Manhattan Island, presents an opportunity for a perfect system of sewerage the city. In short, the natural conditions assist every effort to found a city equal to the most extensive commercial requirements which its position demands, and perfect for such sanitary regulations as are necessary to make it inviting. This is Anacortes at a glance—a spot, in its relation to transcontinental and transoceanic commerce, upon which a city is a necessity.

#### ANACORTES BUSINESS INTERESTS.

**ANACORTES LOAN AND INVESTMENT COMPANY (INCORPORATED).**—This concern holds a very prominent position among the financial institutions of the lower Sound Country. Its officers and employees are experienced men who



ANACORTES.—THE WILSON BLOCK.



examine titles, make investments, pay taxes and attend to any other business for non-residents requiring practical knowledge and thorough acquaintance with local realty affairs and values. Their field of operations is principally in Anacortes and suburbs and adjoining counties. They have for sale city and suburban property, acreage and farm lands. They are prepared to give any information desired concerning lands, manufacturing sites or other properties located in any part of the Puget Sound Country. Parties contemplating an investment or settling in that section should by all means put themselves in immediate correspondence with this company. There is not the slightest question as to its perfect reliability, having a capital stock of \$30,000, and controlled by men of irreproachable character, all more or less prominently identified with the phenomenal growth of Anacortes and vicinity. Their extensive holdings in this neighborhood

huge trees and a wagon road cut to the property, building material was rushed to the spot and a frame building costing about \$800 was erected. This building was at that time the most imposing structure in town. Being the only banking concern in a town enjoying the most phenomenal boom ever seen on the sound, the bank naturally grew in strength and influence with the growth of the town. As the business increased Mr. Platt was gradually relieved, until every position from janitor up was filled by a competent person. But, suddenly the boom collapsed. But so conservative had been its management that the bursting of the real estate bubble had not the slightest effect upon the bank, which set to work to infuse life into the arteries of trade, and for many long months during the summer, when the great stagnation was discouraging many, the bank stood firm in its confidence of the future of Anacortes. The bank shows an enormous daily busi-

ness, of his removal to Washington. Seymour, the junior member of the firm, was elected prosecuting attorney of Skagit County, Washington, in November, 1890. They are hard working, alert and studious, and constitute the leading firm of the city, practicing in both the Federal and State courts as well as before the U. S. land office at Seattle. Their offices are in the Platt Bank Building, on P Avenue, in Anacortes, and prompt attention is given to all business entrusted to their hands.

RELIABLE INFORMATION in regard to Puget Sound Country, Skagit County, Fidalgo Island, or Anacortes, will be cheerfully furnished by Jay Myers, Hotel Nobar, Anacortes, Wash. Lock box 204.

BRADSTREET, THURBER & CO., MINNEAPOLIS, the furniture, drapery and carpet dealers of the



THRESHING OATS ON SWINOMISH FLATS, MAIN LAND, NEAR FIDALGO ISLAND.

are offered on the most favorable terms. The Anacortes Loan and Investment Company has for its officers, A. B. Curtis, president; J. C. Prewett, vice president; A. McPherson, treasurer; C. C. Parkman, secretary and general manager; O. A. Benson, assistant secretary and general manager, and Prewett & Megguier, solicitors. Offices, corner Eighth and I streets, Anacortes, Wash.

**BANKING HOUSE OF JOHN M. PLATT.**—The Banking House of John M. Platt opened for business on January 31, 1891. A year previous, at the start, Mr. Pratt was president, cashier, teller, bookkeeper, office boy and janitor. Business increased very rapidly—to such an extent, indeed, that within five or six days the deposits had run up to about \$40,000. The volume of checks, drafts, etc., handled per day was enormous, the remittances to the several correspondents frequently amounting to over \$20,000 per day. As soon as the property at the corner of Fourth Street and P Avenue could be cleared of

ness, and comparing the present business with that of a year ago, the growth seems marvellous. The following statement shows the bank's condition at the close of business, February 7th, 1891:

Loans and discounts.....	\$65,266.49	Deposits.....	\$95,471.05
Furniture and fixtures.....	2,471.86	Due banks.....	5,691.37
Real estate (actual value			
\$44,000.) cost.....	18,500.00	Capital.....	20,000.00
Cash.....	23,878.67	Surplus.....	5,900.38
Due from banks.....	16,945.78		
	\$127,082.80		\$127,082.80

The individual responsibility of the members of the firm outside of the bank is over \$200,000. The rents received equal \$5,400 per annum. It is proposed to incorporate as the Anacortes National Bank with a capital of \$100,000.

**JONES & JONES.**—The legal firm of Jones & Jones have been in Anacortes since the founding of the city. They came from Springfield, Illinois, in 1889, where the senior member of the firm, Wiley, represented the old "Lincoln District" in the Legislature of the State for two successive terms, being a member of that body at the time

Northwest, are offering special inducements this spring to all who are going to housekeeping and to those who propose to refurnish. They are now prepared to take complete charge of private dwellings, hotels, club houses, restaurants, offices, etc. Frescoing, papering, draping, carpeting and putting in appropriate furniture for every room at prices that defy competition, and in any part of the country. Their lines of spring goods, not only in rich and fine mediums, but also in the cheaper grades, have been selected with the utmost care, and every article will be guaranteed to give the utmost satisfaction. The firm have a factory of their own for special designs in furniture either from their own artists or from drawings by patrons. Their frescoers are the best in the land, producing the most elegant effects. The carpet department is a new venture, started less than a month ago, (so they have no old stock to sell from every roll being of the very latest design) and includes all grades from the finest Axminsters and Wiltons to the best low priced ingrains. Rugs, mattings, linoleums, etc., are

of course included in the department. It would take lots of words to describe the attractions in their drapery room; all it is necessary to say is that the line covers the whole field. Those who are unable to visit Bradstreet, Thurber & Co. personally, and who want anything in their line, will by writing to them receive careful estimates for anything desired. Remember that a stamp is only 2 cts. and you are liable to save lots of dollars.

#### A SUCCESSFUL ENTERPRISE.

The celery houses constructed by Mr. March on his model truck farm near Anacortes for storing his celery during the winter months to protect it from frost, are substantial buildings with double walls and double roofs, there being a space of six inches between the walls and roofs, filled compactly with sawdust. The doors and openings are also constructed in the same way as the walls and fit in almost air tight when closed. They have dirt floors, and the celery is stored away, the roots on the ground in tiers, well wat-

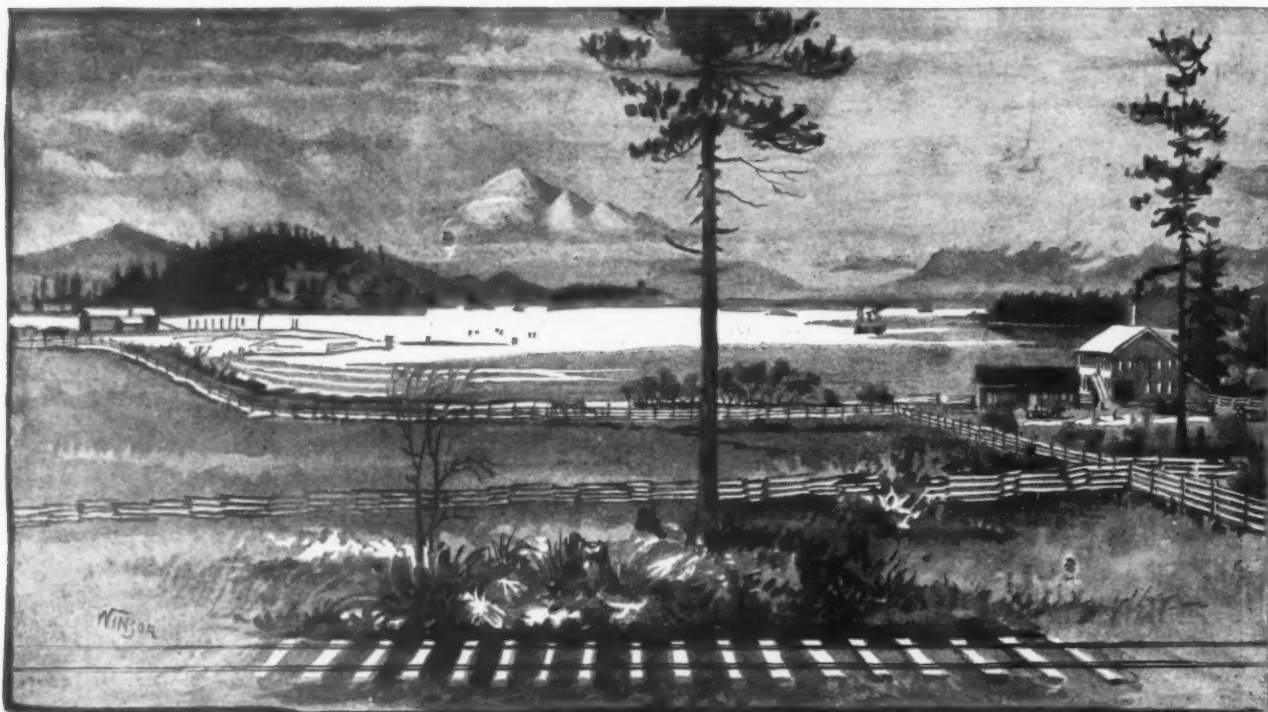
#### A FINE SHOWING FOR SEATTLE.

A special issue of THE NORTHWEST, an illustrated monthly, published by E. V. Smalley, at St. Paul, gives a profusely illustrated account of Seattle, that wonderful town in the new State of Washington, which its enthusiastic admirers are excusable for believing will be, within the lifetime of men now living, the chief city of the Pacific Coast. It has certainly a splendid site and great opportunities, which have been improved with wisdom and enterprise. From any of the handsome dwellings which crown the ridge that rises steeply from the narrow plain at the water's edge, one may see below him the solid buildings, the busy streets, the wharves and docks of a flourishing city of 50,000 inhabitants. Beyond are the sparkling waters of Puget Sound, whose ports have an ocean commerce greater than that of any except two or three of the collection districts of the United States. Farther away across the green waters of the sound are seen fir-clad hills and snow capped mountain summits of the

will have a water front on both sides, and the unique advantage of a fresh water harbor in which iron ships will clear themselves of barnacles gathered in their ocean voyages.—*Worcester (Mass.) Spy.*

#### A CONNOISSEUR OF BOXES.

Those of our readers who have ever had occasion to enter the office of the Bohn Manufacturing Company at St. Paul, have noticed the man who sits behind the first desk inside the door. He is a short, rather heavy set individual with a large head, heavily coated with curly, raven locks. His complexion is dark, his eye is rather small, deep set and very bright. When he looks at you there is apparent in his features a mutual agreement between his mouth and his eyes to be pleasant, agreeable and good humored to all comers. This is C. Cristadoro, the box expert of the Bohn Manufacturing Company. He came from the East some time ago, affiliated with Bohn's and became manager of the new box manu-



MOUNT BAKER, CASCADE RANGE, AS SEEN FROM FIDALGO ISLAND.

ered, when placed in the house. Perfect darkness reigns inside when the houses are closed, and the celery is beautifully blanched and ready for market in forty or sixty days after being placed within these walls. The method and plan of protecting the celery in these novel frost-proof houses are original ideas of Mr. March, and if a success, he will store many thousands of bunches away and continue to ship it through the winter season to all of the Puget Sound towns. The seed from his celery are sought after all over the United States, at fancy figures.

Mr. March's apiary, poultry farm and market garden are a source of great profit. He has on hand a thousand head of the best bred poultry, and realizes hundreds of dollars from his egg industry. His incubators are much better hatchers than the hens. The incubators hatch from ninety to ninety-six in every hundred eggs.

The Northern Pacific has won its old suit against the Manitoba company, involving the ownership of about \$2,000,000 worth of land in Northern Minnesota, and receives in cash nearly one million, as the proceeds of land sold by the trustee.

Coast Range. Looking eastward away from the city the spectator sees scarcely a mile away the beautiful Lake Washington, more than twenty miles long and three or four miles wide, deep and quiet, with bold shores containing many picturesque wooded islands, an enlarged Quinsigamond, as a Worcester visitor might describe it. Less than two years ago all the business portion of the city was destroyed by fire. The population of the place was then estimated at 25,000, and the loss by fire was reckoned at \$15,000,000. Now the rebuilt city is far handsomer and more substantial than before, and its population has more than doubled. The harbor of Seattle is deep and safe, but one of the great advantages of the site, which before long will be made available, is the fact that about a mile of easy excavation would open a ship canal connecting Lake Washington with the sound, and making of it the finest fresh water harbor in the world. The depth of the lake is ample for the largest ships, and it is spacious enough for the commerce of the greatest city of the world. When this canal, for which surveys are now making, is completed, Seattle

facturing department. Cristadoro has a penchant for boxes. There is a grocery store on the ground floor of the building in which the office is located and he hies himself to the cellar of the grocery store every once in a while and picks out whatever he can find in the shape of a new or peculiar box made in a new or peculiar manner of a new or peculiar wood. His latest acquisition in this line is a box which brought canned corn from the broad and fertile prairies of Maine where they raise such exceptionally fine corn in enormous quantities. The wood in this box seems to be something new to the wise men of the West who are expert judges of the different kinds of lumber. My good friend Cristadoro was in doubt as to the stock in the box himself. He thought it might be basswood but was not certain, so he put up a sign asking visitors to the office to guess what sort of wood it was. The guesses when I saw the list were as follows: Cottonwood, 1; spruce, 3; poplar, 3; white pine, eastern, 1; prima vera, 1; basswood, 2; whitewood, 1; curly maple, 1; black ash, 1; white holly, 1; hickory, 1; mahogany, 1; boxwood, 1; tulip, 1; birch, 1.—*Minneapolis Lumberman.*



## THE NAVY YARD ON PUGET SOUND.

It has been in the air for some days that a syndicate of Eastern capitalists would attempt to head off the construction of a federal dry dock on Puget Sound. It had become apparent that a private dry dock would be a paying investment if there was no competition. The government only takes advantage of private facilities when it has none available of its own.

The dry dock in this city is the result of private enterprise. If there were no other on the coast Government ships would be compelled to use it. But when the dock was so far completed at Mare Island that United States ships could use it, there was no reason thereafter why the Government should depend upon facilities that had been furnished by private enterprise. There was not the least opposition to the construction of the Federal dry dock at Mare Island. It properly belonged to the equipment of a complete navy yard.

What has been accomplished at Mare Island will be done on Puget Sound. The Government has undertaken to establish a navy yard—not a mere naval station. It cannot take account of private enterprise. The attempt, therefore, to head off the Government's plan because a syndicate of capitalists believe that a monopoly might be secured of the dry dock business, will not be likely to succeed. The Dominion has already established a dry dock at Esquimalt, near Victoria, capable of taking in the largest government ships. In short, the naval establishment at that point has been made very complete.

At present there is not a dry dock on Puget Sound that has been established through private enterprise. Prospectively such an establishment is probably a good thing. Commerce is rapidly increasing on the sound. In this respect there is the beginning of a new era. The more merchant ships, the more need of facilities for repairs. It has just dawned on the minds of Eastern capitalists that a dry dock on Puget Sound might be made a paying investment. A large shipbuilding interest has already been concentrated there. The merchant fleet is to be greatly augmented. Eastern shipbuilders have frequently declared that one of the best places in the United States

will grow out of the very necessities of commerce at no distant day, and that without any successful interference with the plans of the Federal Government.—*San Francisco Bulletin*.

## MONTANA'S HEALTHFUL CLIMATE.

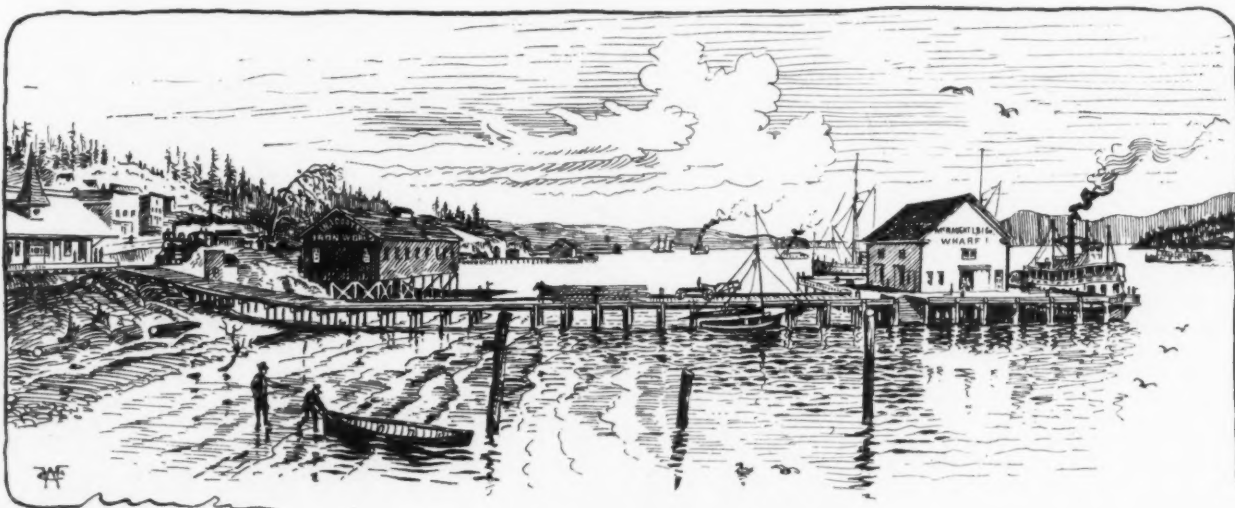
Dr. J. J. MacDonald writes as follows in the *Helena Independent*: In no part of the world has the influences of climate upon disease been so conspicuously shown as in the Rocky Mountains. From Montana to Mexico the slopes of the Rocky Sierras present conditions of climate that are

also of those organic germs whose presence in air and water are the causes of disease. It has always been noticed the conditions most favorable for, and in a degree essential to fermentation are heat and moisture. The growth of disease organisms is a fermentative process. In the dry air of this country animal and vegetable matter undergoes a slow decay; a drying rather than the fast rotting of a moist climate. In a torrid climate whose air is saturated with vegetable moisture vegetable growth is most active and so, also, is the process of decay.

The less matter for decay and the less active



ANACORTES.—THE CHAMBER OF COMMERCE—PROJECTED.



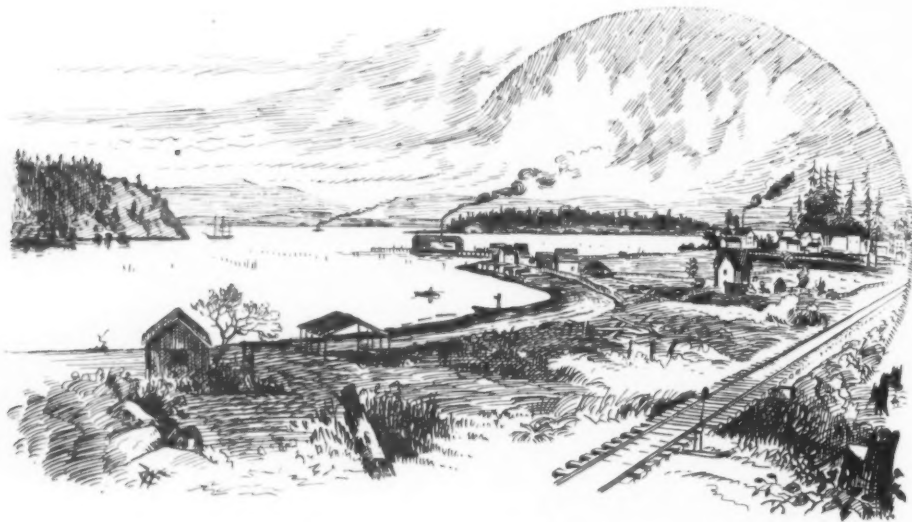
ANACORTES.—VIEW ON SHIP HARBOR.

for the construction of wooden ships is the shore of Puget Sound. It may yet appear that the advantages for the construction of metal ships in that region will be equally prominent. The suggestion to head off the Federal Government in its plans for the establishment of a complete navy yard on Puget Sound is certainly a bold one. It is probable that a merchants' dry dock

peculiar and that differ widely from those of any other region, with the effect that consumption—that scourge of the race—is here practically non-existent. If we consider that this disease alone causes nearly one-half the slaughter of men during the years of active life, we shall appreciate the importance of this immunity.

What is true of vegetation in general is true

the process, the less abundant will be the germ life in air and water. There would seem to be a more or less constant relation existing between the amount of vegetable decay and the frequency and variety of diseases. Cholera, the plague and yellow fever are bred in tropic swamps and we know the nature of tropic climates in general, save where there is the dry air by altitude, as in



PADILLA BAY, FIDALGO ISLAND.

South America, or the dry air of the African deserts. Indeed, it seems to be a truth in the physical as well as in the moral world that, given abundance and luxury, man ceases to be heroic and decays. Given an environment hard, and not too harsh, enterprise, civilization and virtue flourish. The effort to conquer physical difficulties, like cold and hunger, give power to overcome the greater evils of passion, the legions that assail us from the inner world. Civilization began in the warm and generous country of the South; the tides of conquest rolled from the North. The parts of earth where Nature is young and beautiful and fruitful as in Central America, are also those in which the odorous and balmy air is deadly pestilential vapors, where Nature "smiles, and murders as she smiles."

The valleys of Montana lie at an elevation of from 4,000 to 6,000 feet above the sea level, and these are reached after crossing wide and desert plains of the Eastern slope. Westerly we are separated from the Pacific by mountain ranges, upon which are precipitated the moisture of the Pacific winds, that give to the coast country its moist air and rainy climate. These west winds, deprived of watery vapor, but yet warmed by the heat of that great ocean steam, the Japan current, so modify the temperature of Montana as to give a winter climate much less severe than climates in the states further east. Although there is usually a stretch of cold weather in January in which the temperature falls from twenty to forty degrees at times, yet it is for a brief interval only that there is ice enough for skating and Montana goes mostly on wheels throughout the winter save in the high lying camps.

The year has 300 sunny days and there are not many of the rainy days in which the sun does not shine at intervals. The rainy weather comes mostly in April, May and June. Absence of moisture has a wonderful influence upon susceptibility to cold and heat. Neither high nor low temperature is so trying as is the case in a moist climate, and except where blizzards blow, cold, however severe, is more endurable than in lower altitude. The prevailing dry and sunny weather allows invalids to spend a great part of the time out of doors and for months men may sleep in the open air with safety and advantage to health. The rarified air makes a demand upon lung activity proportionate to the altitude. The mountain Indian is deeper chested and breathes in greater volume than the plains Indian. The white man who comes here becomes larger in chest girth and develops an increase of lung capacity. This change is very observable in per-

sons with lung diseases, providing their health improves. Thus far we have referred alone to climatic influences upon diseases of the lungs. Save that sunstroke is never seen and that malaria is of extreme rarity—the diseases that exist here are those that exist in the Eastern states. Typhoid "mountain fever" is sometimes very prevalent but it is rarely seen with the violent symptoms that are its usual characteristics. Infectious diseases in general are probably not affected by climate except in so far that the

general standard of health being high in a given locality, there resistance to disease must be the greater. Mortality, too, is affected not a little by the habits and occupations of a community. We have not statistics, nor can such be existent for many years, that will admit of fair comparison of certain disease, and of mortality in this and other localities. We may say, however, that Montana has no prevailing disease and that many forms of disease are modified and are less dangerous to life than is true of the same affections in other climates. This is notably true of intestinal troubles in children. There are very few infantile deaths during the months of July, August and September, the season of greatest mortality in other climates. A physician of large experience has seen in many years not a single case of cholera infantum. Doubtless the refreshing coolness of the nights that is constant with a dry and rarified atmosphere may have much influence in effecting this immunity. There are in Montana a great number of thermal springs, with a great variety of mineral qualities. These, as yet, have but a local reputation and their effects and their proper application and limitations are yet to be studied. In rheumatic and other constitutional diseases and in digestive affections, brilliant results are often obtained. There can be little doubt that in time these springs will become places of resort for invalids quite as popular as are those of Europe.

#### TOADS ON THE JUMP.

Without a bugle call or drum beat to announce the arrival of the hour for a general advance,



ANACORTES.—THE TAYLOR HOUSE.



the millions of little toads that have been so conspicuous for their number in this city for several days, started on a journey north, says the *Wilmington, Cal. Gazette*. Soon after the heavy shower had ceased the toads, by hundreds, thousands and millions, started on a hop, skip and jump, and many interested spectators at once observed that the migratory movement was in the direction of the north.

The toads have been keeping close to the river for several days, and the number that covered the banks for several miles is beyond the power of calculation. The tiny creatures seemed gifted with intelligence, and it was noticed that, unless headed off, they never lost any ground by retracing their hops.

The liveliest scene was on Market Street.

curious feature in connection with the sudden emigration was the fact that the toads made use of public highways, including the alleys. Very few of them were found in yards. Their movement was regular and well defined, and they kept at it with a steadiness that was surprising.

#### FARO IS BLIND LUCK.

"An old gambler said lately to a Philadelphia *Times* reporter:

"Unlike poker, which is a game of skill, to my mind faro is blind luck, pure and simple. I have known players to reduce the percentage in faro to almost nothing by playing cautiously, with their wits about them, and sticking chiefly to 'case cards,' while others, of less experience, by

case, they take their own medicine and rapidly dissipate their ill-gotten gains at some neighboring 'bank.' If the chances were not seven to one in favor of the house, how could the higher order of faro rooms be so gorgeously furnished, for they are luxurious palaces, with Maderia worth \$25 a gallon and the costliest wines of France sparkling upon their buffets, and among the gamblers of olden times at suppers that Lucullus might envy, these costly vintages were gratuitously offered to players. And men who gamble know to their sorrow that all this is sustained by the percentage of the game drawn in by the man behind the table.

"Every faro player has some system peculiarly his own, which he solemnly believes will beat the bank. Temporarily he may realize his hopes,



IRON MOUNTAIN, ON THE SKAGIT RIVER, NEAR HAMILTON, WASH.

Tens of thousands of toads came up from the river or hopped west along the railroad to the roadway crossing the tracks and advanced like an army up Market Street. The crossings at the Market Street toll-gates were black with them, and hundreds lost their lives beneath the wheels of passing trains.

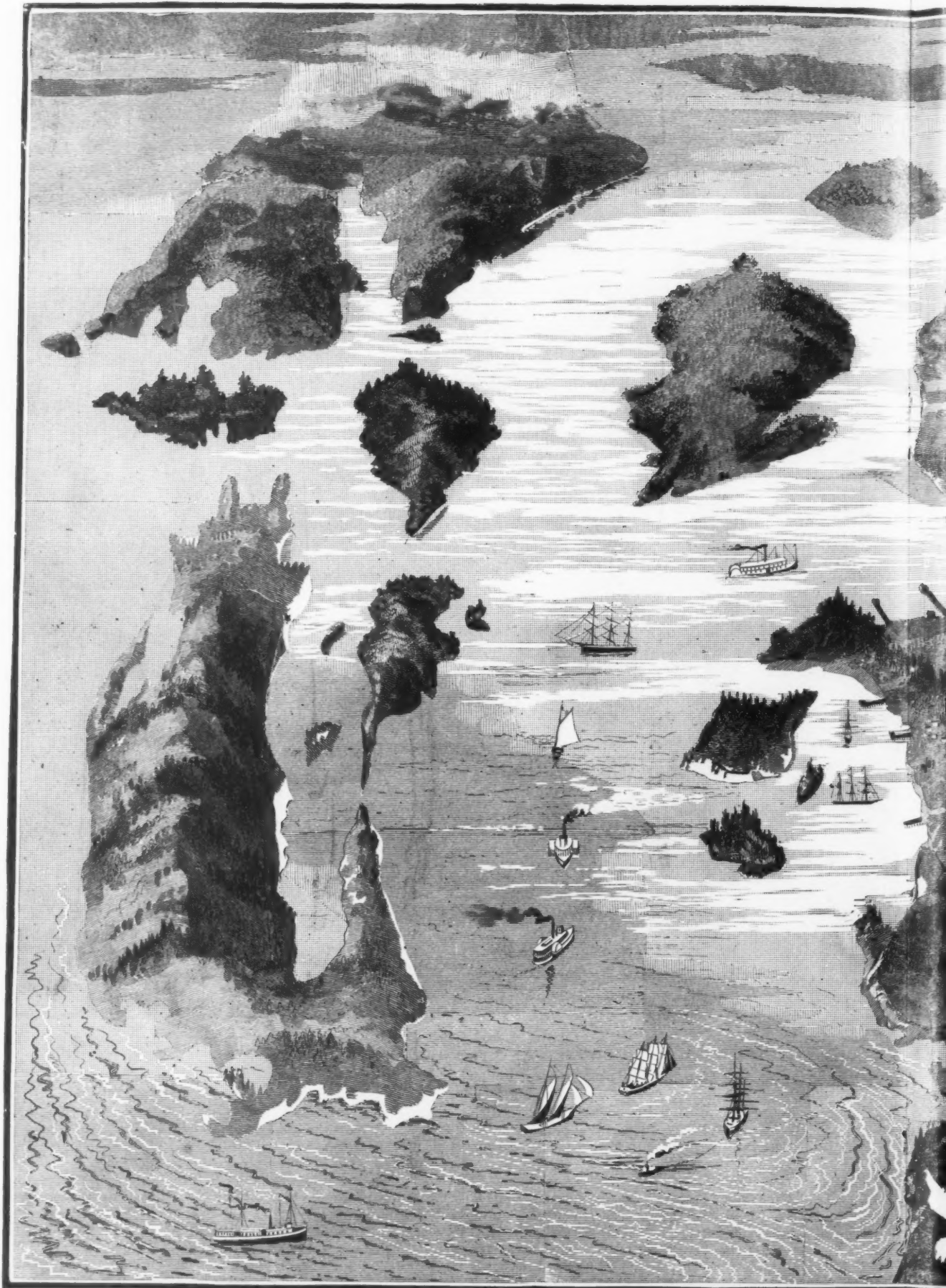
The railroad proved an almost insurmountable barrier, as they were unable to jump over the rails, but they followed along the rails until they came to the jumping off place. Many succeeded in getting over the first rail only to be made prisoners between the rails, but in due course of time they succeeded in getting out and then continued north. About dusk last evening they were crossing the canal, where they temporarily halted, ostensibly for rest and refreshments. A

dashing their money on ten cards at once out of thirteen in the 'lay-out' give the bank enormous advantages. The cards are always cool. Not so the player. Aristotle has said that 'every man has one wild beast in him,' and I think every faro gambler has two, and nine men out of ten, particularly if they are losing, lose their heads, especially if they have a passion for drink in the same ratio with their passion for the game.

"In my opinion no proper estimate of the bank's advantage can be made. One thing I say deliberately: After twenty-five years' experience as a worshiper of the fickle goddess of faro that all regular players sooner or later, are reduced to poverty, while dealers and bankers, especially those who do not play against their own game, amass large fortunes, but, as is frequently the

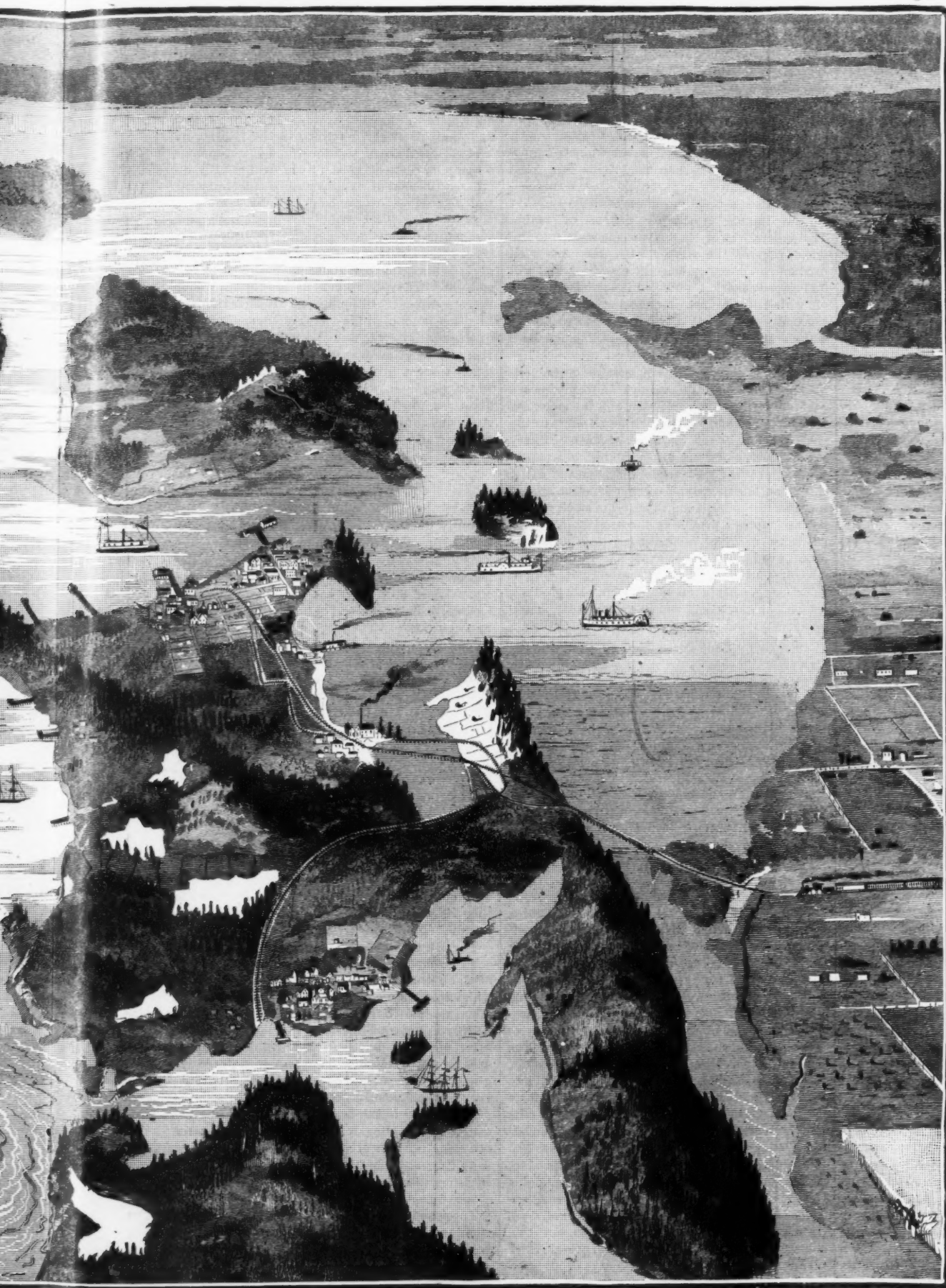
but if he sticks to his system he is sure to fail. The truth is, the game is based upon certain mathematical principles which give it a percentage in favor of the dealer, which no system or cunning method of play can eventually overcome.

A CHECK FOR ONE CENT.—Uncle Sam is a little particular about keeping his accounts. T. P. Porter, now of this city, was for three years postmaster at Hagen, Dakota. He has been out of office for two years, and has never had a settlement with the government until last night, when he received a postoffice check, signed by the auditor of the department and the acting third assistant postmaster general, for the sum of one cent, which had been found due him in settlement. Mr. Porter says he will keep that check as long as he lives. He does not care about getting it cashed.—*Missoula Gazette*.



MAP-PICTURE OF FIDALGO ISLAND, WASHINGTON, AND THE NEARBY ISLANDS





AND THE NEIGHBORING ISLANDS OF THE SAN JUAN ARCHIPELAGO.

## THE CLEARWATER COUNTRY.

Idaho is full of surprises. A careful survey of her resources shows a variety and richness that fairly staggers the investigator, and a fair recital of the wonderful wealth, locked up in her rock-ribbed hills, sounds like a fairy tale. Her fertile prairies, yet untouched by the hand of toil, will yield a wealth equal to any, and her rich river valleys, protected by deep canyons and warmed by the Pacific winds, are the future great fruit growing centers of the west. No state has been more generously slandered by the earlier geographers and writers. It is described as being rugged, broken, bleak, barren and unproductive. Luckily, however, Idaho to-day belies the statement and shows to the world the richest undeveloped section in the Northwest. Save in the extreme north and south, where enterprise and energy have gained a fair foot-hold, Idaho is practically an undeveloped country. The developed regions show a wonderful mineral wealth and an agricultural soil prodigal with richness. Central Idaho is untouched, and untold wealth here awaits deliverance at the hands of enterprise and capital.

A well defined section of this vast inland empire is the Clearwater Country. Lying south of the Clearwater, locked in by the deep canyons of that river and the Salmon River, is one of the most productive regions in the Pacific Northwest and the one offering the best inducements to capital and investment. It is in itself almost imperial in extent, embracing a variety of resources marvellous in detail. Extending back into the rugged Salmon River Range and well into the crest of the Bitter Root, lie vast bodies of ore that will, when developed, make this section equal in fame and productiveness to any now known. The camps of Florence, Warrens, Oro Fino and Elk City are already well known. Thousands of rich leads have been discovered that now lie undeveloped because lack of communication and the inability to transport machinery and apparatus to work the ore renders useless what will soon be great wealth producing properties. Many of these camps are accessible only to pack trains, but the hardy miner with pack mule and pick has pushed along the trail and located many a rich prospect that, when better lines of communication come to open up this section, as come they must, will yield a rich harvest for his patient toil. The Oro Fino Basin once constituted the richest placer mining district of the world, and sooner or later, the quartz ledges, from which these placers came, will be discovered, and excited thousands will rush in here as they did in the early sixties. Late developments about Elk City point out that locality as a future center of great mineral wealth. Millions of tons of ore of low grade lie about that camp and they only await the advent of railroads and better transportation to produce the greatest output of gold in Idaho.

Idaho is becoming celebrated for her lumber regions. Along the forks of the Clearwater lies the finest timbered section of the State. Not only has this country the red fir, red pine and tamarack of other parts of the State, but produces, in abundance, a fine variety of white pine and cedar. The timber is easy of access and exportation. It lies upon the numerous forks of Clearwater, whereby the logs can be floated to points easily accessible to the railroad. In a recent article on the "Forests of Idaho" the writer says: "I believe that there is a greater amount of timber now standing and growing in Idaho than was ever in the forests of Minnesota and Wisconsin combined. This has the appearance of a rather extensive assertion, but if actual measurement could be had I am confident that my estimate is not too high. Recently the representative of an extensive lumber firm of Chicago visited the

lumber regions of Idaho and on his return remarked: 'We once thought we had timber in Michigan, but Idaho presents the grandest bonanza for the lumberman I ever had the pleasure of inspecting.' The timber of Idaho is composed mostly of red pine, red fir and tamarack. The trees grow tall. I have seen trees, and not a few, that would run forty to eighty feet without touching a limb, and many are from six to ten feet in diameter. The grain and fiber of the timber manufactured from these trees are very firm and the general character is very much harder and tougher lumber than that made from pine secured from any other part of the United States." The Clearwater Country embraces the very heart of the lumber producing district of Idaho. The upper forks of that river penetrate into the finest part of the timber belt, and that rich product can be easily floated to railroad and will find a ready market. The white pine and cedar, of which there are immense quantities, are especially in demand and sooner or later a large manufacturing industry will be established here for the working up of this product.

The stock ranges of this district are of the very finest. The foot hills, valleys and canyons are covered with fine bunch grass, and the stock are well sheltered and winter without feed. In the past winter, which was one of extraordinary severity, less stock was lost here than in any portion of the West. Thousands of head of cattle, sheep and horses roam the ranges and the annual increase of capital being invested in stock raising proves it to be a profitable investment. Wool is produced in great quantity and sold at a fair profit, even at the low price now prevailing. The development of the industry is, as yet, only in its infancy. With an increase in the product, better transportation, and perhaps woolen manufacturing at our very doors, this will prove a great industry and yield a handsome profit.

It is no exaggeration to say that the agricultural lands of the Clearwater Basin are not excelled in the world. The same conditions that render the Palouse Country famous exist here. Irrigation is unnecessary. The annual rainfall is sufficient to secure a crop. Rye, oats, barley, timothy and wheat are grown, with an average acreage that excels that of any Eastern State. North of the Clearwater these cereals yielded last year forty, sixty and even eighty bushels to the acre. South of the Clearwater the great Nez Perce Indian reservation looks up a half million of acres just as productive, which within the next year will be opened to homesteaders. About the reservation boundaries lie the fertile sections known as the Weippe, Camas Prairie, Craigs Mountain and Waha districts, embracing a million acres of the finest agricultural lands. These lands are now being rapidly settled, and the advent of railroads will hasten thousands of homeseekers into this section. The soil is prolific and the yield in many cases phenomenal. A careful computation of averages, recently made, establishes that the average yield per acre is as follows: Wheat forty bushels, oats fifty bushels, barley fifty bushels, potatoes 200 bushels, hay five tons, and so on through the list of farm products. The two grand trunk lines of the Pacific Northwest, with their half dozen branches penetrating partially into this region, are to-day totally blockaded with the immense grain product of this country and Eastern Washington, and it is safe to assert that before another year hundreds of miles of railroad, on branch and competing lines, will penetrate and open up this country to a ready and convenient market. Here homes are cheap and land is plenty, crops grow in abundance and labor reaps a rich reward. What more can the homeseeker ask for? Here you do not need to wait for millions of capital to open up water ditches and develop a system of irrigation. Here nature does the work, and the

bursting granaries, overcrowded barns and the happy and contented farmer can testify how generously the work has been done.

Low in the river valleys along the breaks and bottom lands are the homes of fruit culture. Orchards line the river banks, and a system of irrigation is fast developing what will prove one of the most profitable industries of Idaho. The low altitudes and sheltered condition of these valleys insures against frost. Blight is unknown and there is never a failure in the fruit crop. The varieties are of the finest and the crop finds a ready market, at good prices, while with increased means of transportation an immense traffic in vegetables can be developed. Lewiston is the center of the fruit growing industry and the natural distributing point for the whole Clearwater Country. Located as it is at the head of river navigation, the competing lines of rail and water transportation will forever insure for it the center of shipping and transporting the immense product of the country. From Lewiston diverging lines will soon be put to develop this vast territory and draw the traffic that naturally tends toward this point. Here naturally with water power so available will soon develop a great manufacturing center as well as making a ready and available market a blessing alike to the producer and consumer.—*Lewiston (Idaho) Teller.*

## MODEL MOTIVE POWER.

The Baltimore & Ohio Railroad Company has recently placed in service on its fast trains between New York, Philadelphia, Baltimore and Washington, three new engines which are doubtless the finest and fastest ever built in this country. These new flyers have driving wheels six feet, six inches high and cylinders twenty inches by twenty-four. The large cylinders give them tremendous power and the high drivers protect the machinery from the rack and strain incident to driving smaller engines at great speed. There is practically no limit to the speed to which these new marvels may be driven and they skim over the rails as smoothly as a swallow over a lake.

Another recent addition to the motive power of the company is a consignment of eight powerful, ten wheel passenger engines, designed for service on the mountain divisions. These are the heaviest ten wheel engines ever constructed, weighing sixty-seven and one-half tons. They have driving wheels six feet, two inches high and cylinders twenty-one inches by twenty-six. One of these machines performs the work heretofore requiring two of the ordinary class and they take the heavy through express trains up the mountain grade quickly and with perfect ease.

The Mt. Clare shops of the company have recently completed an order for ten switch engines of the highest type, and sufficiently powerful to make up a train equal to the full drawing power of a consolidated freight engine. Also three new heavy eight wheel passenger engines, having driving wheels five feet eight inches, and cylinders twenty inches by twenty-four. These engines are now doing excellent work; they are very powerful and susceptible to great speed.

In addition to the foregoing the company has under construction at its Mt. Clare shops ten powerful ten wheel engines designed for fast freight service and for heavy passenger trains on occasion, also twelve consolidation freight engines of great power.

These additions to its motive power are in line with the other great improvements constantly being made in the general betterment of the B. & O. property by its present management, which have been noted by the press from time to time, and the rapid augmentation of the passenger traffic of the company indicates that the public is quick to recognize the present and constantly increasing efficiency of its train service.



## A CENTER OF LEARNING.

### Faribault, Minn.—Its High-class Schools and its State Institutions.

Faribault stands absolutely unrivalled in the entire West as a center of educational effort, if we regard the number and importance of her school institutions. She has a divinity school, a school for boys that ranks with the best academies of the East, a school of the highest grade for girls, a school for the blind, a school for the deaf and dumb and a school for feeble minded children; the three latter being supported by the State, while the three former are under the charge of the Protestant Episcopal Church. All these institutions are provided with large buildings of the most substantial construction and of the best modern architecture. Together they form an educational equipment that would be very remarkable in any of the old States of the

towers and turrets of great institutions of learning, you will find it here. Faribault is large enough to afford all the essentials for healthful and pleasant living, in lighted streets, good water and good drainage, and to have an active, intellectual society, but not large enough to be dirty or noisy or to attract undesirable elements of population. A two hours' railway ride takes you to either St. Paul or Minneapolis. The surrounding country is nowhere surpassed in Minnesota for natural beauty—a region of pleasant farms, of good roads, of streams and little lakes, of numerous villages and of graceful contours in the landscapes.

The town is built along the valley of a little river called the Straight, which is in fact rather crooked, just above its junction with the Cannon River. There are limestone bluffs along the smaller stream and from their crest stretches out a superb rolling plateau, covered with a park-like growth of maples and creased here and there with narrow ravines that run down to the valley. Along these bluffs, and dominating the whole

tions, thinks there are colleges enough and believes its best work is in the thorough preparatory training of boys, in a well rounded education for girls and in supplying its pulpits with cultured ministers. These Faribault schools draw pupils from all Protestant denominations and from all parts of the country, so high is their reputation for thorough training. The schools may be said to be in very great part the direct result of the life work of Bishop Whipple. St. Mary's grew out of a home boarding school established by him in his own family. The boys' school was started in 1858, two years before the bishop came to Minnesota, by Rev. Dr. J. Lloyd Breck, in a very humble way, in a modest frame building, with no more ambitious name than that of the "Parish School." In 1869 the bishop procured the passage of an act of the Legislature incorporating the Bishop Seabury Mission, taking the name of the first American bishop of his church. This corporation controls the Divinity School and the large school for boys called the Shattuck School, which has grown up from the



FARIBAULT.—THE SHATTUCK SCHOOL—SHUMWAY HALL, MORGAN HALL AND THE SMYSER MEMORIAL.

East, and that reflects great credit upon the town which is its fortunate possessor.

Nevertheless, Faribault is not what would generally be called a school town; that is to say, it does not depend wholly or even mainly upon its schools for its business, numerous and important as they are. It is an active nucleus of country trade; it carries on flour milling and does some manufacturing; it is the business center for one of the most handsome and fertile agricultural districts in Minnesota, where a change of farm industry from wheat growing to dairying has brought renewed prosperity during the past ten years. There are 7,000 people in the town and over a thousand in the schools. The streets are shaded with maples and elms, much taste is shown in the adornment of lawns and gardens; everybody lives in neatness and comfort, at least, and many command a good deal of luxury in their home buildings and grounds. If you seek a model town, where the eye is delighted with broad avenues, with a luxury of shade and bloom, with dwellings that suggest refinement and comfort and with glimpses through the trees of the

landscape, stands the noble array of school edifices, each with its group of subordinate structures and each surrounded with its own broad acres of park. First is the Shattuck School, with its tall gothic tower, its chapel, its armory and its many minor structures; next in order is the large edifice of the Deaf and Dumb Asylum; then the graceful facade and broad balconies of St. Mary's Hall, further on the two buildings of the Seabury Divinity School, one of them of admirable architecture, and finally, after an interval of half a mile, the School for the Blind, and at the end of the long line the massive edifice for the education of feeble minded children.

In its three institutions at Faribault, the divinity school, the school for boys and the school for girls, the Protestant Episcopal Church possesses an educational organization which has been of immense advantage to it in all its work in the Northwest. It might have taken the name of university for these schools if it had shared in the common Western weakness for big names. It does not even go so far as to call either a college. It sticks to its English tradi-

humble beginning made by Dr. Breck. The name attached itself to the school by custom rather than by design from the fact that the first building erected with the aid of a donation from Dr. Geo. C. Shattuck, of Boston, was called Shattuck Hall. Built in 1861, this structure still stands, but its severely plain architecture and modest dimensions make it now quite inconspicuous beside the noble structures which the philanthropy and devotion of later donors have added to the belongings of the school. Among these later edifices are the beautiful Shumway Memorial Chapel, costing \$30,000, and built in 1872 with money given by Mrs. Augusta M. Shumway, of Chicago; Shumway Hall, built in 1886-7 with a portion of the legacy of \$200,000 left to the school by the same noble lady, who also gave \$100,000 to the Divinity School; Morgan Hall, built in 1888-9, the gift of J. S. Morgan, of London, England, and the Smyser Memorial, built in 1889 by the mother and grandmother of Harry B. Smyser, a student who died in 1888. Then there are the Armory and Gymnasium, Whipple Hall, the Lodge, and several cottages where the pro-

fessors reside; and all these structures, standing in the midst of a noble grove, form a home for learning and religion so beautiful and so dignified that the visitor seeing Shattuck for the first time, is sure to be astonished at the extent, solidity and harmony of the establishment.

Shattuck is managed with marked skill and zeal by the Rector, the Rev. Dr. James Dobbin, who has been connected with the institution for twenty years. The discipline is military, the students being called cadets and wearing uniforms at all times. They number about two hundred and are formed into companies—four of infantry and one artillery, with their cadet officers. The bugle takes the place of the bell, and its musical calls ring out cheerily along the Gothic halls of the institution, summoning to study, to meals and to parades. A finer body of boys can nowhere be found than these Shattuck cadets. The military system banishes slouchiness and carelessness, cultivates habits of order, a manly bearing and pride in the faithful performance of all duties, great and small. At the same time it is not so strict as to be irksome. The lads have plenty of play time and their happy, healthful faces show that they enjoy their school life. Careful attention is given to sanitary matters and the health record is remarkable. In the whole long history of the school there has been but one death of a pupil. Four hundred dollars a year covers the whole cost of living and education at Shattuck.

St. Mary's Hall was founded by Bishop Whipple in 1866 and has grown to be the best equipped and best known school for girls in Minnesota. It occupies a large and handsome stone edifice which stands in a fine park and commands a view over the town and the valley. There are about 100 pupils, drawn from all parts of the Northwest. The furnishing is very comfortable and home-like, lighting, heating and drainage are perfect, the library is large and carefully stocked, there are fine scientific collections and good apparatus for all branches of study. A quiet, refined atmosphere pervades the whole establishment. There are fourteen teachers and two matrons. The principal is Miss Ella F. Lawrence and the treasurer and general business executive is Prof. John Foster. Bishop Whipple is still the official head of the institution, with the title of Rector, and gives to it much watchful care. The entire annual cost of education and board, outside of music, is \$350 for each pupil.

Let us now descend from the high ground of education and look for a moment at the business interests of Faribault. The town has two railways, the Iowa and Minnesota division of the C. M. & St. Paul and the Cannon Valley division of the Minneapolis & St. Louis. It has seven good water powers which offer encouragement to new manufacturing enterprises. It has eight flouring mills, two grain elevators, a woolen mill, a furniture factory and a manufactory of wind-mills. The business interests are solid and prosperous. Most of the merchants own the buildings they occupy. From the quarries of limestone has come the material for the walls of the stately institutions of learning, the beautiful cathedral church of Bishop Whipple and many business and private edifices. The public schools are large and liberally sustained, and there are many handsome churches.

In the city hall hangs the portrait of the founder of the town, Alexander Faribault, a Frenchman and an Indian trader who built for his trading post the first frame structure which served as the nucleus of the town. He was an excellent type of the Minnesota frontiersman, brave, generous and open hearted. At one time quite rich, he lived to see all his wealth melt away, and died not long ago at the age of ninety, cherished to the last by devoted friends who appreciated the simple dignity and worth of his character.



#### "Marvel Not."

A gentleman passing the Central Presbyterian Church in this city found a number of boys playing marbles on the flat stones in front of the edifice. He stopped and said, "boys, what are you doing here?" To which one replied, "playing marvels." The gentleman said, "Do you not know that Scripture says, 'marvel not?'" "Did he?" said one of them, and gathered up his alleys and left for other fields.

#### A Ghost Dance for Revenue Only.

Wild Goose Bill's private secretary and head bookkeeper, who has just struck a trial balance: "Say, look yere, Bill, we're a runnin' behin' an' thar's been no guests at th' hotel an' no one a crossin' th' ferry fer a week. Suthin's got to be done."

Wild Goose Bill, who has just come from Ruby City: "I tell ye what to do, Shorty; go over ter Husky-Boy-That-Likes-Boose's tepee an' bring him an' his klootch down yere. Tell 'em I'll give 'em a red blanket an' a bottle if they'll dance fer'n our an' a half on th' beach jist above th' ferry. Then we'll petition th' Gov'nor fer troops an' lay out a town 'round hyere and organize a land company."—*Spokane Spokesman*.

#### He Got His Change.

One of those chronic dead-beats who habitually infest railway and street cars, boarded a New York surface car and proceeded to develop his little game. It was by no means a new one and the conductor immediately seized upon it, quietly collected his fare in the shape of a nickel, and for several blocks nothing was said. Then the fraud shivered the silence with:

"Am I going to have any change for that dollar I gave you?"

"You didn't give me no dollar," replied the conductor, scowling darkly.

"Yes, but I did, and if you don't pass me over the ninety-five cents I'll report you."

"But you only gave me a nickel."

"I say I gave you a dollar, and I want some change," and the man stood upon the platform defiantly. The passengers became interested and the conductor shifted his position.

"You are riding along all right enough now, ain't you?" inquired the railway Jehu.

"Yes, I suppose I am."

"Well," said the conductor, suddenly removing his fist from the vicinity of the beat's nose and shooting him off the car, "now you ain't you see. Ain't that change enough for you?"—*Texas Siftings*.

#### A Fly in the Soup.

There are many very funny stories that might be related of the old-time hotels of Bozeman. For instance that well known story of Johnny Brennan, who for many years waited on the table at the Northern Pacific and made it exceedingly interesting for tenderfeet, who were used to unheard-of luxuries and insisted upon having them. Such people Johnny liked to get hold of. After a few minutes' conversation, he usually compelled them to take what he had to give them—and they liked it. There is that oft-

told story of the teneerfoot and the soup for instance, which goes about as follows:

Johnny—"Have some soup?"

Tenderfoot—"What kind is it?"

Johnny—"Dumbed if I know; but you'll have to take some."

Soup is brought out, when the stranger, with horror depicted upon every lineament of his countenance: "Why there's a fly in this soup."

Johnny—"Why, man, that ain't a fly, what's the matter with you."

Tenderfoot—"But it is a fly; do you think I can't see?"

Johnny—"Well, suppose it is, it won't kill you. Do you think we furnish a woodcock in each plate of soup?" With this, so the story goes, Johnny reached his hand into the soup and scooped out the obnoxious fly.—*Bozeman Chronicle*.

#### More Lively than Pious.

"Yes," said the night clerk of the Golden Eagle to a San Francisco *Examiner* reporter, "you see some mighty queer kind of people in this business, for a fact."

"Don't say?" we replied with interest, inasmuch as even the reminiscences of a night clerk as a mitigation of boredom of a temporary sojourn in Sacramento was "better than nothing," as the baptist old lady said when her pastor informed her that the methodists would be sent to hades for 1,000 years any way.

"When people go off traveling they act different from what they do at home," continued the N. C. thoughtfully. "You don't notice it so much in the daytime. You've got to be on the night watch to see guests get off the reservation and have ghost dances."

"Do, eh?"

"That's what. F'rinstance, there was a tall, thin, kinder sad-looking chap put up here about three weeks ago, who was a high roller from 'way back. The very first night he got out on the bad lands and came back shouting. It took two porters and all the bell boys to get him up stairs to bed. The next night he went out to a chicken fight and licked a couple of hackmen on the way home. He was pretty warm, I tell you."

"Rather."

"The next night—it was one a. m.—he came in loaded, as usual. There was a theatrical troupe in town, and two of the actresses were about retiring as he passed up-stairs whooping like a lot of Sioux chasing a sutler's wagon. He rapped on the actresses' door, and as they wouldn't open it, of course, he blew cigarette smoke through the keyhole and yelled 'Fire!'"

"Made a panic, didn't it?"

"That's no word for it. Looked like a sheet and pillow-case party in an insane asylum. We read the riot act then, but he put up a warm talk with the proprietor and squared it somehow. He was a velvet talker as sure as you're born. The night after that he coaxed me into a dice game and skinned a hundred and sixty outer me quicker'n a wink."

"Made his expenses, eh?"

"Exactly. Well, the next morning he came down with his head swelled and his grip packed. He said he hated to leave us, as he'd had such a quiet, pleasant, genial sort of time, but duty called him and he must away. So I made out his bill."

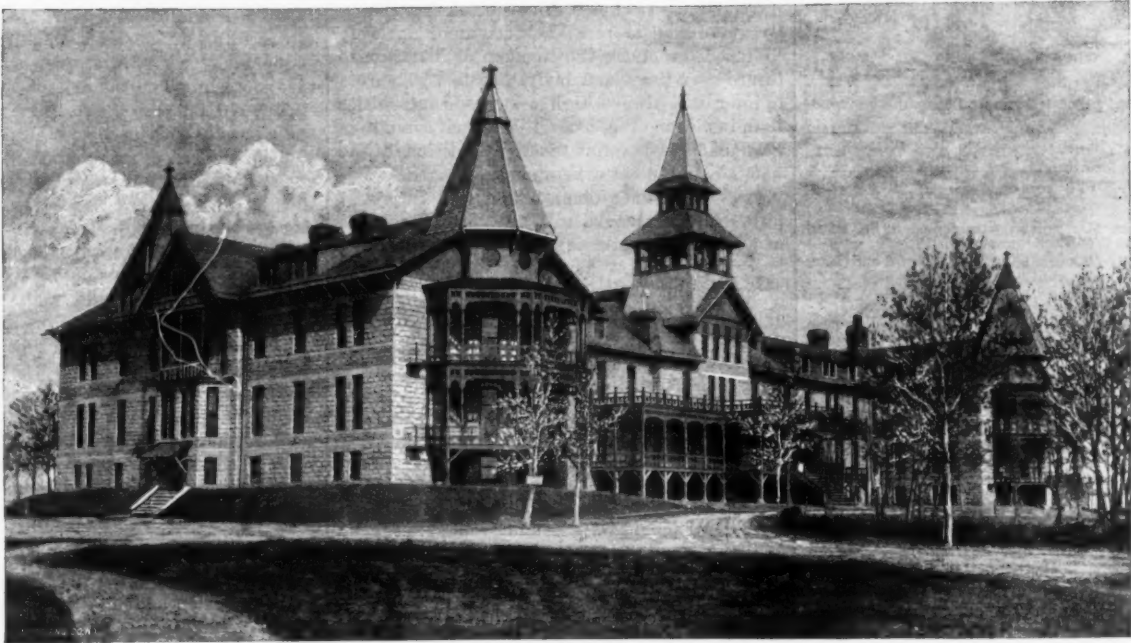
"Made it pretty large, too, didn't you?"

"'Bout the usual—but wait. I handed him his account, and what do you think he said?"

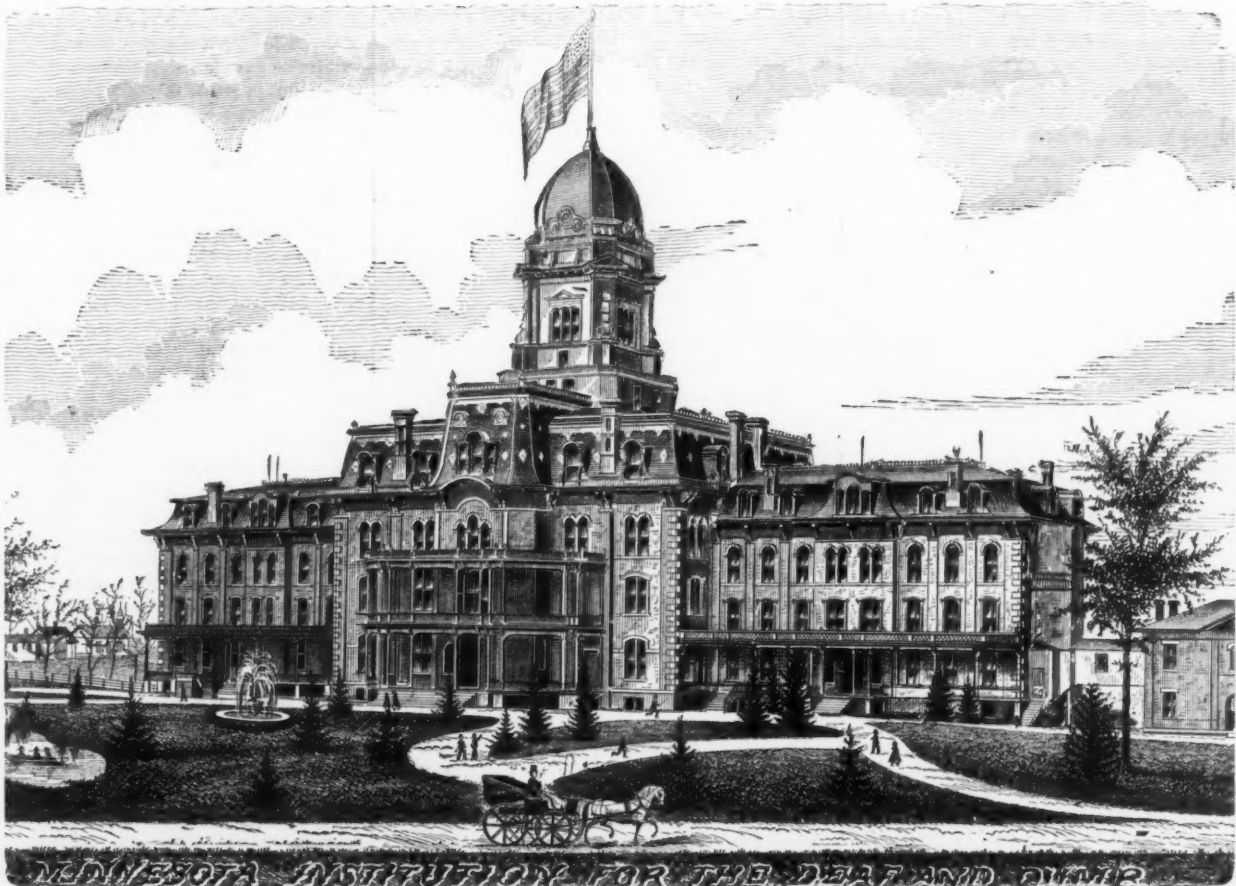
"Can't imagine."

"Why, he said: 'Great Scott! don't you make a reduction to clergymen?'"





FARIBAULT.—ST. MARY'S HALL, THE GIRLS' SCHOOL.



FARIBAULT.—THE STATE INSTITUTION FOR THE DEAF AND DUMB.



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

#### BUSINESS ANNOUNCEMENT.

THE NORTHWEST MAGAZINE is published in St. Paul, Minn., on the first of each month.

ST. PAUL OFFICE: Mannheim Block, Third and Minnesota Streets.

BRANCH OFFICES: Chicago, 210 S. Clark St. New York, Mills Building, 14 road Street.

THE TRADE is supplied from the St. Paul office of THE NORTHWEST, and also by the American News Company, New York, and the Minnesota News Company, St. Paul.

ADVERTISING RATES: Per agate line display, 25 cents; per inch, \$3.50. Discounts for time contracts. Reading notices, 50 cents per line count.

#### INSTRUCTIONS TO SUBSCRIBERS.

SUBSCRIPTION PRICE OF THE NORTHWEST MAGAZINE is \$2 a year; payment in advance.

NEW SUBSCRIPTIONS can commence at any time during the year.

THE POSTAGE to all parts of the United States and Canada is paid by the publisher. Subscribers in Europe should remit fifty cents in addition for ocean postage.

PAYMENT FOR THE NORTHWEST, when sent by mail, should be made in a Post-office Money Order, Bank Check or Draft, or an Express Money Order. When neither of these can be procured, send the money in a Registered Letter. All postmasters are required to register letters whenever requested to do so.

DISCONTINUANCE.—Remember that the publisher must be notified by letter when a subscriber wishes his magazine stopped. All arrears must be paid.

LETTERS should be addressed to

THE NORTHWEST MAGAZINE,  
ST. PAUL, MINN.

ST. PAUL, APRIL, 1891.

#### THE FARMERS' ALLIANCE IN POLITICS.

It is a curious fact that farmers, who are, as a rule, strong and clear thinkers within the range of their own experience and interests, are pretty sure to do stupid things, which react upon themselves, whenever they get control of a legislative body. The Farmers' Alliance is having a great swing, just now, in the prairie States of the West. Its representatives are present in large numbers in the legislatures of those States. They were elected to pass laws that would benefit the agricultural class. The first thing they seek to do, whether it be in Kansas, Nebraska, or Minnesota, is to strike at capital. They appear to regard the capitalist as a sort of ogre, living somewhere down East, who devours the substance of the farmers of the West. They must make him smart in some way; so they bring in bills to reduce the rate of interest, to tax mortgages held outside the State where the mortgaged property is located, and to hamper the business of railroads and cut down their earnings beyond the limit of possibility of paying a fair return on the money invested in them.

All this is on a par for stupidity with the action of the fellow who sawed off the limb he was sitting on, between himself and the trunk of the tree. Capital is as necessary to the prosperity of the West as rain to the growth of the crops. Every new country has labor and land and resources in the way of natural products, but it has no accumulated capital. Every old country, if fairly endowed by Nature, has a surplus of capital to loan. In the West the cities have been built, the railroads constructed and the farms opened with the aid of Eastern capital. The boundary between the loaning section of the country and the borrowing section is constantly advancing West. A generation ago it was the Allegheny Mountains. Now it runs a little west of Chicago. In twenty years more Minnesota will be a lending State instead of a borrowing

one. It takes time and labor to conquer a new region, compel Nature to yield up her wealth, provide the comforts of a high civilization with all its equipment of education, religion and philanthropy, and enable the population to accumulate a surplus of capital beyond what can be profitably used at home. To cut off the fertilizing stream of capital from a new community or even to impede or check the freedom of its flow is to insure hard times and invite disaster. The rate of interest is always higher in new communities than in old ones, because the security is not as good and the capital must pass through the hands of middlemen who charge for their services. The owner of an old and well improved farm in Pennsylvania, with its fences, orchards and substantial buildings, can borrow money at a less rate of interest than the owner of a stretch of prairie in North Dakota, who has nothing to show upon it but a patch of breaking and a shanty.

If a Western farmer needed to hire horses to work his fields he would not think it a smart thing for the Legislature to pass a law fixing the hire of horses at a price below what the owners were willing to let them go for, and adding pains and penalties of imprisonment and confiscation in case a higher rate should be demanded. If such a law should be passed he would expect the horse owners to go somewhere else where they could find a better and safer market for their stock. Yet this is exactly what the Farmers' Alliance, in many of the Western States, is trying to do with capital. If they have their way they will drive money out of their communities and pay the penalty in bankruptcy and misery.

It is proper for statutes to fix the rate of interest where no rate is named in the note, but to fix a cast-iron limit on the right of contract is injustice and folly. It is particularly unjust towards the poorer classes who have no security to offer that is first-class and who under such a law would be cut off from all chance of borrowing money. It is the man who wants to borrow on second mortgage to save his farm from sale under first mortgage; or the man who needs money to develop some enterprise of untried merit that pays high interest and is glad to pay high interest if he can get what he sorely needs. The owner of a big building in St. Paul, well rented, will be able to borrow at five or six per cent., no matter what laws are passed, but the owner of a little shop or a small farm will not get money at that rate if volumes of usury laws are enacted. He must pay in accordance with the risk or he will get no money at all.

Equally stupid are the laws taxing mortgages. First, the mortgaged property is taxed just the same as other property, and then the mortgage, which is no new property, but only an evidence of debt, is taxed, if it can be found and listed. What is the result? Simply that the borrower has to pay, in additional interest, the amount of the tax. The poor farmer in Minnesota first pays the tax on his farm and then pays two per cent tax on the money he has borrowed on mortgage, for his interest rate, whatever it may be, is just two per cent. higher in Minnesota because of the mortgage tax law the farmers have themselves saddled upon the State. The blow they aimed at capitalists recoils on their own heads. All efforts to annoy or oppress those who lend money in reality annoy and oppress those who borrow.

The fact is the Farmers' Alliance, like all other associations that aim to consolidate as a political power a single class and array it against other classes in the community, is based on a vicious idea and is injurious to the general welfare. It excites prejudice, teaches false notions of political economy, circulates misinformation, develops demagogues and produces unjust and mischievous legislation. It will speedily meet with the fate

of the old Grange of twenty years ago, that started as a social organization, became very powerful in Wisconsin and other Western States, went into politics and then fell to pieces.

#### BLACK AND RED.

A recent number of *Punch* contains a cartoon representing Uncle Sam standing between an Indian and a negro, in a perplexed study of the race problem. The Indian looks frightened and submissive, but the negro, gorgeously dressed, and adorned with flashy jewelry, is bumptious and arrogant. A poem accompanies the cartoon—a parody on a well known poem by Lowell—and the gist of it is that Uncle Sam thinks he can manage the red man without further difficulty, but that the four millions of black people he has on his hands are disturbing his peace of mind a good deal when he thinks of the future. However, he wants no advice from John Bull and thinks he can solve his own domestic problems in good time.

It is interesting to contrast this English way of looking at our American race troubles with the view of an acute and observant Frenchman, who visited this country last year and travelled extensively in both the South and the far West. This gentleman, M. Paul de Rousiers, contributes an article to a Paris magazine called "*La Science Sociale*," on the "Conflict between the Yankees and the Redskins," in which he displays a much more accurate knowledge of the Indians than it is usual to find in the writings of foreigners. He does full justice to the partial civilization attained by tribes like the Flatheads of Montana, but thinks such instances are exceptional and that the great majority of the Indians will never be brought to cultivate the ground for their subsistence, and that no amount of good treatment will fully civilize them. The Indian will always remain cruel and predatory, and the Yankee, eager for material progress, will constantly crowd him upon narrower reservations. The only solution of the problem is the disappearance of the race. In a century, he says, the redskins will be as rare as the bison is to-day. Two or three dozen will no doubt be preserved as curiosities, and will devour raw beef liver before the astonished gaze of the promenaders in some zoological garden. The rare specimens of Indian farmers will little by little be mingled with the neighboring white populations.

Our French writer finds three theories in America to account for the steady disappearance of the Indian race. One is that it is the oppression of the whites which destroys the aboriginal race; another maintains that whiskey has killed more Indians than bullets or famine, and finds in this belief an additional reason for thundering against the fatal effects of alcoholism. Still a third school sees in the disappearance of the savage only a verification of a so-called historic law under which inferior races are constantly displaced by the superior races. This school appeals to Darwin's "Struggle for Life" theory, which it misunderstands, to justify its arguments. "Without discussing these theories," says M. de Rousiers, "I would remark that there is in the United States another race that the Americans have oppressed very sorely; that gets drunk with every kind of alcohol known in our day, and that far from disappearing, is all the time increasing in numbers—I mean the negro race. The existence and multiplication of the negroes gives the lie to all these theories about the Indians. Why has the black man resisted under contact with the white race better than the red man? For the simple reason that he accepts the condition of serving the whites; because from the time when he toiled in Africa as the slave of a tyrant or an ivory merchant he has acquired the habit of dependence. He is lazy, I admit, but he adopts lazy occupations and lives in careless happiness.



You meet him lounging on the docks, a big cigar between his teeth, waiting for some ship captain to hire him to unload the cargo. It is he who blacks the shoes of all North America, who waits at table in the restaurants, who makes the beds in the sleeping cars, who does all sorts of menial work, with no other ambition than to take his ease when he has a dollar in his pocket. He is the gayest of all the citizens of the Union. Subordination does not weigh upon him; he has his place in a society where nobody recognizes him as equal; he plays a useful role.

"On the contrary, the Indian wishes to preserve his independence. He is as jealous of it as the most independent of Americans; but he does not do what is necessary to conquer independence, because he is not trained to the new conditions which can assure it to him. Independence seems to him a natural right, of which no one can despoil him; he does not admit that it is necessary to make an effort to merit it. His ancestors were always independent; therefore he is also. But beside him a new society has come into existence, which bases independence on labor, and says to him that he must either work on his own account or serve others. With a force superior to his own this society places rigid restraints upon him; takes away the immense natural wealth from which he formerly drew his resources and destroys the cause of his former independence. Consequently he can now find that independence only in severe and systematic labors, which no one has yet succeeded in teaching him how to perform, and against which all the force of his education and inherited traits renders him rebellious. Equally incapable of supporting himself in this new condition of things or of laboring with docility under the authority of a stranger, he is disappearing under the influence of an overmastering necessity."

#### CHANGES IN THE LAND LAWS.

The last Congress, just before its adjournment, passed a bill making important changes in the land laws. This bill has since been approved by the President and it is now in operation as a statute. The changes it effects may be summarized briefly as follows: Pre-emptions and tree claim are now things of the past. No more new claims can be filed of these two kinds, but old ones made in good faith may be completed as under the former law. Persons who have complied with the timber culture provision of the repealed law for four years may prove up on payment of \$1.25 per acre. The desert land law is amended so as to limit the amount of land that may be acquired under it to 320 acres,—it was formerly 640—and to require the filing of a map with each claim, showing the proposed method of reclamation by ditches and also to provide that at least three dollars an acre must be expended in irrigating—one dollar a year for three consecutive years. After four years title may be secured to the land on payment of one dollar per acre.

Provision is made for grants of right of way for irrigation purposes, but reservoir sites may not contain any land not necessary for construction or maintenance.

The maximum amount of land which any person may acquire is limited to 320 acres. The President is given the right to set apart and reserve in any territory forest lands as a public reservation, not subject to be entered upon.

The object of this last provision is to preserve the forests at the sources of streams in the mountains from being destroyed. This will guard against the danger of disastrous freshets and insure a steady flow from melting snows, and thus make safe the extension of irrigating systems.

We regard these changes as wise. The tree culture law has had its day. It did some good and much mischief, and there is very little to be

expected from its continuance in the way of additional timber cultivation. It has been a prolific instrument of land grabbing and fraud. The pre-emption law was a good thing when land was plenty, but now that the remaining area of arable land in possession of the Government is comparatively small it is proper that Uncle Sam should husband it a little more carefully than hitherto and should give it away only in 160 acre tracts to homestead settlers. The amendments to the Desert Act are excellent. Irrigated farming means small farming, and there was never any good reason why a man should be given possession of a square mile of land as a reward for bringing water on a small part of it. The old law was too loose and too liberal.



*Told in the Hills*, by Marah Ellis Ryan, is a story of life on a sheep ranch in the Kootenai Country, in Northwestern Montana. The chief characters are a young man and his wife from Kentucky, who own the ranch, the wife's sister, a romantic and eccentric girl who rides well, learns to speak the Chinook jargon and falls in love with an enigmatical frontiersman called Genesee Jack, and a Scotch hermit who is an interesting vestige of the old days of the Hudson's Bay Company's domination. Then there are Indians, army officers and a mysterious stranger who turns up as though by chance and who holds the key to the plot—a tragedy which happened years before back in "the States." The story is lively and original, but the descriptions of scenery betray a lack of knowledge of Montana. It is plain that the writer was never in the Kootenai Country. She has picked up a few names from the maps but she has had no personal acquaintance with the western slopes of the Rockies, and their sombre forests of bull-pine, with the deep green waters, the sparkling lakes, the rounded slopes of the foot hills, gay with the pink flowers of the Clarkia and the golden luxuriance of the wild sunflower; the bunch grass carpet of the valleys; the beautiful flower of the bitter-root scattered over the ground like full-blown pink roses strewn about at random; the syringa bushes and the willows along the streams, which are all distinctive beauties of Western Montana. In brief there is no local color in the book. Still it is a good story as a story. Published by Rand, McNally & Co., Chicago. Price 50 cents.

Hezekiah Butterworth, author of the *Zigzag* Books and many other stories and sketches for young people, left his desk in the editorial rooms of the *Youth's Companion*, in Boston, last summer, and made a run out to the Pacific Coast, visiting British Columbia, Washington and Oregon and getting a glimpse of Montana. His trip has borne much pleasant fruit in the shape of articles in the *Companion*, and now we have from his genial pen a romance called *The Log School House on the Columbia*, making a handsome volume of 250 pages with many illustrations of scenery along the great river and of the life of Indians and pioneers. Mr. Butterworth's books reflect his personality. They are cheery and vivacious and show a sympathetic interest in the romantic side of life. They gather up much good material in traditions, historical odds and ends and popular anecdotes and weave them together skillfully into the thread of a story. Published by D. Appleton & Co., New York; price, \$1.50.

Price & McGill Publishing Co., of St. Paul, published *A Woman of Ice*, a novel translated from the French of Belot, by R. H. Merriam of this city, a brother of Gov. Merriam.



JUDGE FLANDRAU, of St. Paul, says that Minnesota has an undeveloped source of wealth in the wild rice which grows in great profusion in the shallow lakes in the northern part of the State. More of this native grain could be harvested every year, according to the judge, than South Carolina or Georgia grows of the cultivated rice. He always keeps wild rice in his house for his table and says it is much more palatable than the best white rice of the South. In color the grains are bluish brown. They are more glutenous and consequently more nutritious than those of the cultivated rice plant.

A BRIGHT, handsome and original monthly is being built up at Seattle by Lee Fairchild. It is called the *Pacific Magazine*, and it aims to encourage local literary talent and to afford a vehicle of expression for the many young writers whom the brisk, intellectual life of the Pacific Northwest is producing. If it can avoid financial breakers for a few years it will find a fruitful and profitable field. The country is becoming too big and too populous to depend wholly for its literary organs on the publishing houses of the Atlantic Coast cities. There are already signs and tokens which show that the centralizing movement in periodical literature has culminated. The great magazines of universal circulation will not decline, but there will arise here and there publications of decided merit that will represent local centres of thought and culture and will have their own reasons for existence in the needs and ambitions of their own especial regions of circulation.

THE power of the press is often exaggerated in the minds of the men who control newspapers. A newspaper is very strong when it voices a dominant public sentiment, but when it tries to stem the current of a settled and reasonable public opinion it is sometimes of no more force than an individual has under the same circumstances. There was an instance of this fact lately in St. Paul. A great daily newspaper became hostile to the Press Club a year ago because the club failed to elect one of its editors president. The club survived, nevertheless, and last month arranged a benefit performance at the Metropolitan Opera House to raise money for furnishing its rooms. The great newspaper refused to mention the club or its benefit in any way whatever. It was as silent as the grave on the subject. All the theater managers and actors in the Twin Cities came forward with cordial offers of assistance. The benefit was a great event in both the social and amusement worlds. In spite of the surly silence of the great newspaper the house was thronged with the best people in St. Paul and the receipts were phenomenal. Next day the great newspaper failed to let its readers know that any such event had taken place. Such of its readers as were present were of course vexed at the omission. Their favorite sheet had often preached to them that it is the business of a newspaper to print the news whether it likes it or not, and yet because this particular piece of local news ran counter to the wishes of the editorial management it was excluded. Now the course of the great newspaper did not affect the receipts of the benefit performance one dollar.

Why? Because the public knew the benefit would be a good thing and knew the Press Club was a creditable institution and did not care a copper what the editor of that particular paper thought about it.

I HAPPENED in at one of the court rooms in St. Paul lately when the sheriff's drag-net had just landed about one hundred men for jury service. Packed together in a dense crowd, vexed and uncomfortable, this throng of men, drawn mainly from the lower classes of the community, did not make a favorable impression. They looked like very poor material from which to take the arbitrators of the property and liberty of their fellow citizens. Meeting afterwards the judge who had been engaged in hearing the excuses of those who sought to evade service, and they were numerous, deciding with quick and practiced eye and ear on the validity of their pleas, I broached the subject of the intelligence of jurors obtained in the ordinary way by taking directory names seriatim. He said that men do not look well in a mass and that I would be surprised to find, when twelve men had been taken from that particular crowd and put in a jury box, how many persons of excellent sense and superior intelligence there were among them. Like most old lawyers he held firmly to the jury system. Yet it seems to me, and to many others of the laity, I doubt not, that if I had a bad case to be tried I should want an average city jury and a good lawyer; and that if the case were good and strong I should want it to be tried before a judge. The saving feature of the jury system, to my mind, is that the one or two clear thinking men who are usually, by the law of chance, to be found among the twelve, leaven the whole mass and control the verdicts. After all, it is the "enlightened remnant" that rules the world, and not the majority.

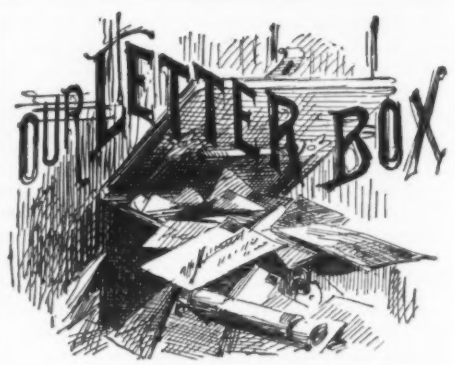
SEVERAL of our Northwestern cities have sought aid from the legislatures of their States to protect them against the extravagance of their own officials. New charters or amendments to old ones have been asked, and in most cases obtained, for the purpose of curbing and limiting the powers granted by the liberal legislation of the flush and easy-going times. One direction in which retrenchment is very generally sought is in that of public education. Boards of education seem everywhere disposed to spend money freely, erecting costly school buildings, and enlarging courses of study so as to comprise more and more of the ornamental branches. The high schools have been made into rudimentary colleges, teaching Latin, Greek, French and German and establishing courses in the fine arts and the sciences. Meanwhile, with all this spending of money for the higher education of a few favored pupils there has been little if any improvement in the teaching of elementary branches. There is a growing disposition among conservative people in towns and cities to question the right of educational authorities to tax the property holders generally for giving a partial college training to a few dozen or even a few hundred pupils. They argue that public school training should stop at the grammar school, beyond which the great majority of pupils never go. Why, they ask, should A, B and C be forced to pay taxes to teach Latin to the child of D? or why should the homestead of E, who is too poor to send his children to the high school, and must put them to work when they leave the grammar school, be taxed to teach painting and French to the children of his rich neighbor? It is hard to escape the conclusion that all education at public expense which goes beyond the common school branches is an injustice. The State assumes that a knowledge of reading, writing and arithmetic is requisite to make good citizens, and that a republican government is only safe and tolerable

when there is general intelligence. The State has the right to force all property holders to contribute to the expenses of free schools; but by virtue of what theory does the State select a few children and train them in foreign languages and the fine arts at the common cost of the tax payers?

THERE is a politeness of custom and a politeness of the heart, and they are not always the same. A crowded elevator was coming down in one of St. Paul's lofty office buildings, and stopped at the fourth floor to take aboard a fashionably dressed young man. There were two ladies and three or four old gentlemen in the car—gentlemen of the old school of politeness, evidently, for they wore their hats. This was an opportunity the young man would not have missed for a farm. With an expression that was at once heroic, imbecilic and crushing, he removed his derby from his head and shaded his bright hued neck-scarf with the same till the gate was opened at the ground floor. He passed out to the street, followed by two of the old men. The crossing was in terrible a condition; only a path a few inches wide was perceptible through the sea of mud and slush. The young man took possession of it; and as no one but an aged lady met him in transit he paused long enough for her to step out of his way into mud ankle deep, and passed over with unsoiled shoes. The elderly pair had started across before noting the situation, but without hesitation the foremost took the old lady's arm and escorted her to the sidewalk, he and his companion both stepping into the mud. It was only an incident of every day life, but it was a lesson in true politeness.

IT is remarkable that the radical legislation proposed in the Minnesota Legislature, for the pretended benefit of the debtor class, should have no support from any recognized organs of public opinion. The press of the State opposes it and no petitions in its favor come up to the State Capitol. Whenever there is an expression on the questions involved from any authorized body of business men it is decidedly hostile. For example, the St. Paul Chamber of Commerce, composed of men representing every branch of business and almost every walk of professional life, lately condemned the usury bill by an unanimous vote, taken by yeas and nays; yet the demagogues in the Legislature profess to believe that they have the people back of them. If they should succeed in passing the whole batch of crazy legislation, aimed at capital and corporations, which they have on their calendars, an extra session would have to be called within six months, in response to an imperative public demand, to undo the enormous mischief to the business interests of the State, and especially to the farmers and other money borrowing classes, which these measures would cause.

THERE lives in St. Paul a keen eyed, gray haired man, well known in business circles, who had a heroic and romantic episode in his life when he was a young man. He was one of John Brown's men, serving first with the brave and fanatical old raider in the Kansas border war, aiding in guiding parties of runaway slaves from Missouri to Canada, and spending a winter in the little farm house in Maryland where Brown manufactured his pikes and prepared for the negro rising which he believed would follow the capture of Harper's Ferry. Fortunately for the young man in question—his name is Oliver H. Knight—he was called West by the illness of his sister, who lived at Reed's Landing, Minn., and was not one of the participants in the Harper's Ferry raid. So he is alive to-day, instead of having adorned a Virginia gallows and going into history in the list of Brown's brave and devoted band of martyrs to the cause of freedom.



The Canadian Wilderness.

WINNIPEG, March 19, 1891.

To the Editor of The Northwest Magazine:

A couple of months ago I saw a letter from M. C. McIntosh, of Barrington, Ill., proposing an expedition to explore the country between Hudson's and James' bays and the coast of Labrador. I see the March number of your excellent magazine says the letter has created a great interest in the proposed exploration. I had intended answering Mr. McIntosh at the time, but neglected it; but will do so now.

Mr. McIntosh must have a very crude idea of the geography of the country if he proposes to commence his explorations at Port Arthur with dog trains in winter. Why not take a sleeper on the C. P. Ry., go to Quebec City, go up the railway to Lake St. John and canoe over in ten days to Lake Mistassini, which has been thoroughly explored by the Canadian Government, as well as by private parties? There is no necessity for winter travel, or for "exploration" there—that is all done; and any information can be had at Ottawa or Quebec as to Lake Mistassini. The idea of starting from Port Arthur is absurd, as the ground has been gone over both privately and officially by Canadian explorers. Apparently, however, Mr. McIntosh's letter has had one good result—it has shown, according to your March number, that there are some adventurous young men who are eager to prove their manhood and pluck by exploring some unknown parts of our country, and who have the means and time to devote to that object. I have been something of a traveller ahead of civilization myself, having spent six years in the preliminary surveys of the C. P. Ry., and my travels over the Canadian Northwest cover over 30,000 miles of outside settlement, on foot, on horseback, by canoe and by dog train; and it is only the years piling up on me that keeps me from taking the following trip, and thereby adding to the map of North America and gaining a lot of information for the benefit of North America:

I would proceed as soon as spring opened to York Factory by way of Winnipeg, Lake Winnipeg, Norway House and the Nelson River; from there I would go to Chesterfield Inlet, which has never been thoroughly explored. It runs well into the barren grounds westward, into the home of the reindeer, which are there in countless thousands, and the home of the musk-ox. From there I would cross over to the system of waters drained by the McKenzie River, and ascend that stream to the Athabasca, coming home by Edmonton;—or go down the McKenzie, wintering at some of the Hudson's Bay posts, and crossing next spring the Portage at Fort McPherson, on the Peel River, to the Yukon (fifty miles), ninety miles down the Yukon, and take steamer to San Francisco. Or, better still, go to the mouth of the McKenzie, go around Point Barrow, and home by Bering's Straits. Or, for a one season trip, a party of young men could go about June and return in October, and explore the immense sheet of water called Reindeer Lake, north of Cumberland House, on the Saskatchewan,—a lake



the beauty of which I believe to be unsurpassed in the world, and teeming with the finest of fish; and the game—deer, bear and fur bearing animals, are almost unmolested, and wild fowl everywhere, in millions. The country lying between Hudson's Bay and Great Slave Lake is the only "No Man's Land" I know. The country between Hudson's Bay and Labrador is now pretty well known. There are neither reindeer nor musk-ox there. West of the great Hudson's Bay is the last field for the ambitious explorer, and I will be happy to give any information for the guidance of any parties wishing to try the untrodden paths of the North by forest and stream. There is one whose advice is better than mine, perhaps, and whose knowledge of the country is most minute and reliable; and that is James W. Taylor, United States Consul at Winnipeg. Any of your readers communicating with him, I am sure, will gain reliable information as to any explanation they may contemplate. I am yours,

R. LA TOUCHE TUPPER.

#### An Artificial Water Supply for the Two Dakotas.

ELLENDALE, N. D., Mar. 20.

To the Editor of *The Northwest Magazine*:

The two years' drought which a large portion of the Dakotas has experienced has brought into prominence the question of providing by artificial means a supply of moisture that will insure the raising of crops, regardless of unfavorable seasons. As with all questions of public moment a veritable host of theorists have marched to the front, each of whom has presented an idea peculiarly his own. Out of this mass of opinion and theory will eventually come the true and only practical solution. The idea of providing, through the efforts of man, moisture to secure the growing of crops where Nature cannot be depended upon, seems like attempting the impossible. Yet, by systematic, united and continued action in the right line it is believed this very desirable end will be accomplished. It is well to note at the outset that irrigation pure and simple, as the term would imply, is only a part of the system proposed to be adopted. To irrigate the whole country—that is, to flood it over the entire surface where moisture is needed—would necessarily be too expensive an undertaking. A portion of the country can be flooded or irrigated, but by far the greater portion must receive moisture in a different manner. The precipitation in what is now called the dry belt of the two Dakotas comes mainly from the north-northwest through the mountain passes, from whence also come the chinook winds. Very little of the heavily charged atmosphere of the Mississippi Valley reaches the Dakota plains. Much of that blown in from the northwest loses so much of its density before arriving that the dry and heated atmosphere ascending from the earth does not possess sufficient condensing power to cause a fall of rain. Besides this the high winds which are quite prevalent have a tendency to drive away light clouds, keeping them in the upper strata of condensing atmosphere. The purposes to be accomplished then are as follows: First, to secure as near as may be a distribution or precipitation of moisture over the entire surface area; second, to modify the hot winds; third, to ensure as far as possible a supply of water or moisture that will be ever present and ensure the growth of crops, notwithstanding there may be but little or no rainfall for a long time.

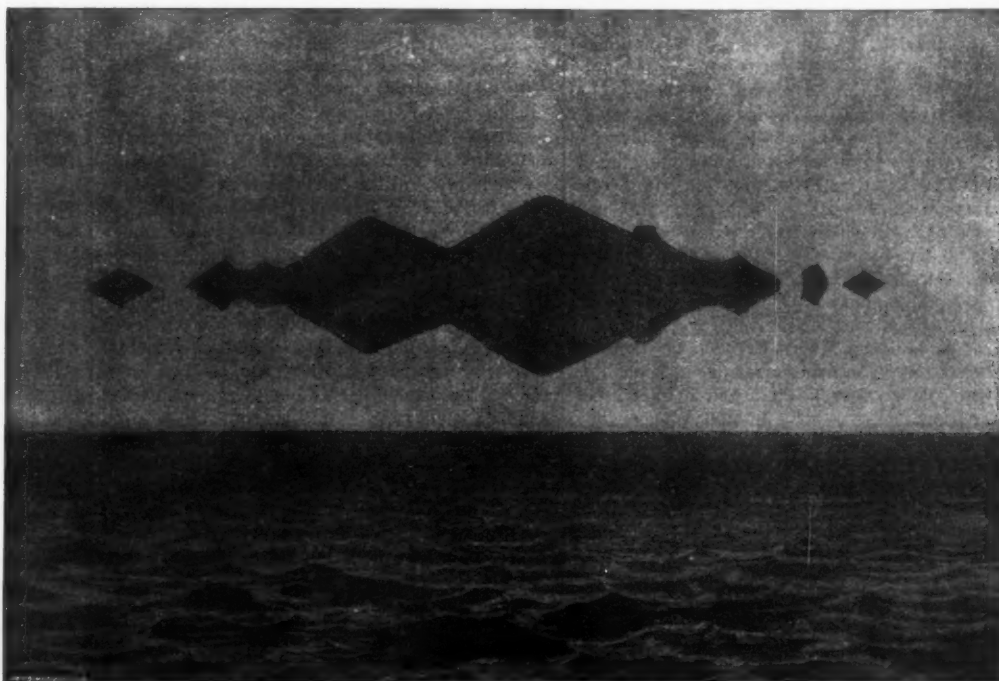
As before noted, to flood the entire surface needing moisture is not to be thought of. Consequently other methods must be adopted. Now, what methods? This is the question for us to solve.

In order to have moisture settle upon those parts of the earth that cannot be flooded or irrigated, it follows as a necessary conclusion that the air must be charged with a sufficient amount of water to ensure precipitation, whether it be in the nature of dew or rain, or both. In order to do this water must be first secured, and second, stored. The first problem we meet, then, is how to secure a water supply. It is self evident that where there is drought the natural supply is deficient. Now, by what means shall we secure an artificial supply? Some say tap the Missouri River and run big canals across the country. These would necessarily have to be few in number and would not be what could be called a general system and become widely distributed. A water supply is not wanted for a favored few, but for the whole people in those regions afflicted with droughts. In order to do this a combined system must be adopted. In the James River Valley a system of artesian wells, irrigating ditches and storage reservoirs must be established. In this region wells can be gotten at comparatively light expense. The numerous small ravines, or "dry runs" as they are called, will permit of the building of storage reservoirs at an insignificant outlay of money—time and labor being the principal ingredients. A dam of "hardhead" rocks, of which there are plenty, filled in with dirt will be sufficient. This can be done by the farmers at odd times. Numerous reservoirs of this character and flowing wells will always keep a sufficient supply of surface water for evaporation into the air to cause a precipitation. Coupling with the artesian well and reservoir system, canals where practical, and adopting the whole throughout the two Dakotas, would ensure a safe and certain water supply. Another matter to be considered in this connection is the fact that the hot winds that often blow like a scourge across the prairies are oftener the cause of crop failure than a lack of moisture. The six or seven inches of top soil is very porous and quite loose, while next to it lies a very compact, hard and tough deposit of clay. By reason of this fact most of the moisture precipitated at

present scarcely ever penetrates below the top soil before it is literally lifted out by the hot winds. Now, a surface supply of water scattered in small bodies over the whole stretch of country under consideration would have a tendency to modify these winds to a considerable extent, by reason of charging the heated air with moisture and in many cases causing precipitation. It must be remembered that the wind has an unobstructed sweep for hundreds of miles in some cases and comes with terrible force. Now as to the cost of artesian wells. The average cost in the two Dakotas, if sunk in large numbers, would be about \$2,500. The number needed, if the system became general, would not exceed one to each township. More could be used to good advantage, but with storage ponds and reservoirs, say one for every six miles square, they would be sufficient. Besides the cost of sinking and piping wells there would be a little expense incurred in conveying water. This would, however, be principally in labor—digging ditches, etc. The people in the dry belt of these two States are in rather hard financial straits at present to undertake the work, but if Uncle Sam would offer a bounty of say twenty-five per cent. of the cost, or more, of completed, successful wells, money would be forthcoming to start the work at once. The Dakotas are entitled to some assistance from Uncle Sam in this matter, as they have but little else to ask for in the way of internal improvements. Enough experimenting has already been done to demonstrate that this system would be a success.

A. T. COLE.

WINTER IN NORTH DAKOTA.—In North Dakota the air is serene and delicate. The crisp, frosty mornings are followed by short, bright, glorious days. The nights are moonlit, starlit and altogether lovely. The clearness and freshness is all prevailing. The ozone is like champagne and extra dry. In striking contrast to this is the gloomy, stormy, disagreeable weather in the lower latitudes. In the East and South snow storms and rains have demolished telegraph lines, blocked traffic, interrupted business and paralyzed trade. Two feet of snow, alternate freezing and thawing, delayed mails and darkness are afflicting the people there. North Dakota is blessed and happy beyond the storm belt.—*North Dakota Republican*.



MIRAGE ON GREAT SALT LAKE, UTAH.

## A STRANGE STORY.

BY S. F. GILLESPIE.

Several years ago, while traveling in the East, on a pleasure trip from New York to Boston, I fell into conversation with a distinguished looking gentleman, who related the following circumstance, and assured me of its authenticity. I can but leave the reader to form an opinion, for I can surely advise no one how to take it. I merely mouth his words, which for weirdness have no parallel in the annals of modern history. Lighting a cigar, my newly formed companion watched the curling smoke wreath into myriads of fantastic forms, while the train thundered along as though propelled by an Omnipotent power.

"I am now nearing the sixtieth year of my life," commenced my companion, as he removed his cigar, "and few men enjoy the boon of good health more than I. At the age of twenty-one, having graduated at a leading college, I commenced the study of law. Months of diligent application broke down my constitution, and at the age of three and twenty I was a physical wreck. I was advised to try the bracing air of New Mexico to restore my drooping constitution, and immediately proceeded to the health-giving region to which I had been recommended. A sudden change—as is often the case—imparted new vigor, but Time soon tore asunder the frail fabric of life that Hope had erected, and once again I fell back to my former condition.

"To one reared in luxury, possessing a splendid education, and a future as fair as could be painted, you can readily imagine how I felt when I realized that I must succumb to the inevitable, and that that time was not far distant. Realizing with anguish that I must soon depart hence, I repaired to New York, and once again I sought medical advice. A friend directed me to a physician whom he said was queer in his ways, but who could probably aid me. As a drowning man grasps at a straw, I visited the gentleman, who, after a critical diagnosis, informed me that failure of the heart, with lung complication, would soon end my career upon this terrestrial sphere. In time, I became very intimate with the doctor, who seemed to take quite an interest in me from the first. At last he said that he had exhausted every art known to medical science in my behalf, without any effect. I doubtless turned pale, for his words had inexpressible significance. 'However, I have an idea that cannot fail—a something unknown in the field of science.' The doctor's eyes assumed a wild appearance. He is unbalanced, I thought. So much conflict with suffering has bereft him of reason. 'Be seated,' he said, as I turned to leave his office. 'My words are strange, but you cannot know all at present. I will fulfil my promise. It is your only chance—swear by the living God that you will reveal to no one that which I do—promise me this, and you shall have life!' Quick and fast came these words, and the doctor's words seemed to be so earnest that I determined to try his experiment. It was my last chance. What though his medicine killed me?—no doubt that was his fear. 'Yes, I swear that I will obey your instructions to the letter.' The excitement was too much for my frail system. I sank into my chair exhausted. My reason fled—yet why should I fear when Death was on my brow? Even though my companion were mad, I was beyond his power to harm. I arose from my stupor (for I could not remember what had taken place within the past hour) and glancing at my watch, I saw that I had, as it were, slumbered during that period. The doctor sat at his desk writing. Slowly he arose, handing me an envelope sealed securely. I saw that his eyes had lost that unnatural glare, and his face was deathly pale. 'Take this envelope, and five years from to-day open it. You will immediately go to Colorado and remain there

that length of time. You are not to write to me for instructions; merely taking my medicine. That is all.'

"I arose and was soon at home. My companion, who had recommended me to the doctor, as luck would have it, was going near Denver to engage in the cattle business, and I would have company. Reaching my destination, I soon began to regain health, attributing my good luck to the bottle that the doctor had given me. I wanted to write and tell him of the good news, but I must obey his injunctions to the letter. One, two, and three years rolled by and my health was perfect. But strange fancies seized me. It seemed as though ideas flitted through my mind that had no connection with my life whatever. What they were is of little consequence. I was anxious to read the letter. What a mystery was entrusted to my care. Four years sped by and then five, save a day. To-morrow I should read the letter. That night I slept but little. At noon I would read the letter. I had carried it near my heart all these years, guarding it like a fabulous treasure. At last the appointed hour arrived. Tearing the envelope open, the letter, faded and almost obliterated, lay before me. I tried to read but had to get a magnifying glass in order to descry the hieroglyphics. With trembling hands I read the letter—or at least the greater part of it—which in substance said:

"Many times has it perplexed my brain why some in good health want to cast off this life, while those afflicted pray for longer life. To this end have I devoted years of study. At last I have made a discovery that will revolutionize the medical world, for by this theory those who are weary of life can transfer the *essence of their being to another!*' Here the letter became so dim that it was impossible to get a perfect idea of its contents. Here and there I picked out phrases, such as—'tired of life'—'a fair woman'—'false as'—and thus I surmised that the doctor had been disappointed in love—*had traded life with me!* To-day I represented the life of another being! The doctor passed away suddenly with failure of the heart, I found upon inquiry, shortly after I left. How he transmitted that vital spark will be always a mystery to me. Those fancies I have are doubtless a part of his life."

It was a strange story, and doubtless many have heard the lawyer plead at the bar or heard his eloquence on the floors of the Senate, as he is a prominent character in American politics today.

## RAISING ELK IN MONTANA.

In the holiday edition of the *Chronicle*, which has long since been exhausted, by the way, there appeared a short article regarding the elk ranch owned by G. W. Marshall and Ira Dodge, of this city. The item has created a great deal of curiosity, wherever the paper was read, and two gentlemen have already appeared at Bozeman to look over the animals. In view of this fact, we have concluded to publish something more about the efforts of Messrs. Dodge and Marshall in raising wild game. The ranch, composed of over 300 acres, is most beautifully situated in the Madison Basin, fifteen miles from Henry's Lake and a little way off the National Park road. The Madison River runs on one side of it, and sixty acres is fenced on three sides, the river taking the place of a fence on the other side. At this ranch, Mr. Dodge, who is a professional hunter and guide, keeps a great number of his horses, saddles and necessary camp equipage. When leaving Bozeman with hunters he makes direct for this ranch, over a trail which gives sportsmen the finest and best trout fishing to be found in the United States. Arriving at the ranch he starts out to some of the numerous game haunts of the vicinity. In this basin there are plenty of antelope and other game.

At the ranch a considerable herd of cattle is kept. Hay is cut from public domain for winter use and the facilities for keeping and feeding elk are most excellent. Four years ago the idea of starting an elk ranch first came into Mr. Dodge's head. Then, with Mr. Marshall he immediately put the scheme into execution by capturing two bull calves. How the elk were found and captured Mr. Dodge keeps within himself. It was not easily done and he does not propose to make the scheme public. The capture of the young bulls was followed by two heifers. At the present time, through captures and additions, the herd numbers all told twenty-six head—eleven bulls and fifteen heifers. Thirteen calves were born last year and ten are expected this. The heifers bear a calf when at the age of three years, so it can be seen that the herd is rapidly increasing. The elk all have a red flannel collar around their necks to which is attached one or more sleigh bells. In the sixty acres fenced all the calves and the wild ones are placed, while the remainder are allowed to roam at will with the cattle. None of them have ever left the ranch permanently, and only one temporarily. He was the oldest bull. He disappeared in October and did not reappear until the middle of January, when he came back with flannel and bell intact and seemed pleased to get home. Some of these elk have extremely fine horns, one having five points and another six. One three-year-old bull fell the victim to a hunter's rifle last spring, but aside from this the band has not lost one of its number.

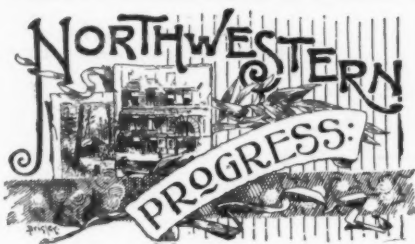
The fence enclosing the elk is five and one-half feet high, and is of ample height to keep the animals confined. Hay is fed to the ones enclosed, while those upon the outside graze upon willows and dry grass. Three elk will live on what is needed to sustain one head of cattle. A shed is provided for stormy weather. Mr. Dodge says that the greater number of these animals don't know any more about their native haunts in the mountains than a sheep. Most of them are easily handled, are named and respond to call like a dog. One called "Striker" has a playful way of coming upon you unawares, rearing upon his hind legs and striking one with his front feet. Mr. Dodge says that he intends to start a small park at Bozeman soon and keep some of the bulls for exhibition and sale; and it might be possible that he would use a pair on the streets next winter to draw a sleigh. He has never offered any of the animals for sale, and will only sell bulls.

Mr. Dodge says that the habits of these animals while in a state of domestication is an interesting study. The calves at about six o'clock, always regularly at the same hour, come with a bleating noise to get their milk. Then they lie down for two hours, get up and feed until a certain time, lie down again and at six o'clock at night come with a rush for their milk. Having eaten all rush as if running a race to the river where they jump from a pretty high bank into the stream and sportively enjoy themselves with all kinds of pranks like so many boys. He says that the regularity of their habits is something remarkable and almost beyond belief.

Besides these elk there are seven deer on the place. All but one were caught when full grown and are kept in an enclosure eight feet high in consequence. "Maje," the youngest, is monarch of all he surveys and rules the band with a rod of iron. No young have yet been raised from the band.—*Bozeman Chronicle*.

A LARGE CHIMNEY.—One of the largest smoke stacks in the United States has just been completed at St. Paul, Minn., for the electric railway power house. It is 200 feet high, and fifteen feet in diameter at the base, contains 875,000 common brick, 35,000 fire brick, weighs 19,500 tons and cost \$10,000.





### Minnesota.

It is announced that it has been definitely decided by the Weyerhaeuser syndicate to build two saw mills this year at Little Falls, Minn. The logs will be run down the Mississippi from the timber lands recently bought by the syndicate from the Northern Pacific Railroad.

THE Northern Pacific Railroad Company having secured the contract to carry the mails between St. Paul and the coast for the ensuing year has made arrangements to put on the fastest train ever run across the continent. The time to be made between terminals is to be something phenomenal, the intention at present contemplated being to make the distance in sixty hours. It will be a special train service, independent of and in addition to the regular trains of the road, and will be known as "The White Mail," the cars to be attached to the engine being painted pure white.

### North Dakota.

MAJ. RICHARD J. HINTON, Chief of the Bureau of Irrigation, Department of Agriculture, at Washington, will lecture on "Irrigation on the Great Plains" at Fargo, Grand Forks, Aberdeen and Mitchell. He will confer with agents of the agricultural department, now in the Dakotas, with reference to spring and summer work. Maj. Hinton has faith in irrigation by the artesian system in the sub-humid region.

A RELIABLE authority in New York City makes the following report on clay found near Dickinson: "I have analyzed this clay quantitatively and qualitatively and have tested the same by a process of burning. The result of my investigation convinces me, that the great facility with which it burns and its highly plastic nature, render it peculiarly well adapted for pottery, tileware, glazed brick, terra-cotta, and fire-brick."

A GREAT many North Dakota papers are publishing the experience of settlers in stock raising, as well as wheat farming. There is no class of literature which will do the State more good than this. It is hoped that the good work will be kept up. North Dakota has a rich and almost inexhaustible soil; the grasses are most nutritious, and the climate is desirable and the settlers generally belong to a wide awake progressive class, and therefore the State has all the elements necessary to success. North Dakota is all right.—*Fargo Argus.*

THE RED RIVER VALLEY.—There is only one Red River Valley. For some time its western boundary was supposed to be somewhere a hundred or two miles west of the stream, but the experiences of the last few years have proved that it is much narrower. There is much good land west but the quality is variable, and the farther west, the less rain-fall. Sheep, cattle, horses, all do well out there; some years, fine crops of the cereals may be raised, but when it comes to wheat, the golden wheat, "the ninety day loan of the earth," year in and year out, make your investment not far from the bank of the Red River. The pre-emption and the tree claim law have been repealed and the commutation for a homestead extended to fourteen months, but that makes no difference; you can buy land cheaper, on less capital, and make a home quicker, and better in Pembina County to-day than anywhere else in the valley, and that means in the world, cheaper than you can pre-empt or homestead, and these homes are to be had from two to four miles from railroads, elevators, towns, markets, schools and churches. All the necessary capital is muscle and common sense, but if you have some dollars to add, it will help things considerably. A thousand Pembina County farmers who are comfortably fixed will testify to the truth of what we say. Come and see.—*Pembina Pioneer Express.*

### Montana.

THE "Missoula," of Missoula, an elegant new hotel, is now open to the public.

THE Missouri Valley Irrigation & Land Company, with a capital of \$75,000, propose to irrigate 50,000 acres in the Missouri Valley.

BOZEMAN'S new hotel, named "The Bozeman" was opened last month with a supper and ball. The hotel is one of the best on the line of the Northern Pacific Railroad between St. Paul and Portland. It is a fine structure, complete in all its appointments, and cannot fail to be liberally patronized both by the residents of Bozeman

and the traveling public. It is just what Bozeman has needed for many years and will be of incalculable advantage to that city.

COLUMBIA FALLS is the name of a "future great" in the Flathead Country. The townsite is located about twenty-three miles northeast of Demersville, and the Missoula Mercantile Company is one of the principal promoters of the enterprise.

In the Sweet Grass hills, in Choteau County, there has been traced for miles a body of marble which, judging from surface indications, is larger than the ledge on Crandall Creek near Cooke City, supposed to be the largest measure known to geology. The ledge in Choteau County shows a superior quality of marble, free from seams or breaks of any kind and capable of a beautiful polish.

THE building of the Great Northern extension is going to give an impetus to the mining industry in the Kootenai mining district, now almost impenetrable, and a vast field for exploration will be within easy access of the prospector. A well informed man writing from that section describes it as one of the future richest and most productive regions yet developed in Montana or Idaho. He pronounces this portion of territory the most desirable mineral producing country west of the Big Muddy. Not only an inviting field for capital, but for prospectors of limited means. At present isolated, but few months, however, will the patient miner have to wait before precious metals, now hidden in the hills awaiting the intelligent use of muscle and legitimate expenditure of money to show and convince capitalists, that at a point at present only two days' ride from Demersville you strike the mineral deposit extending to the Canadian line on the north and northeast, and on the west to Lake Pend d'Oreille. The Great Northern Railroad will traverse this section from east to west. Wolf, Fisher, Boulder and Libby creeks on the west; Lake Yak and Marge Creek on the east, all empty into the Kootenai River, saying nothing of the great veins of mineral all along the Kootenai, all of which will be tributary to the Great Northern now under construction.—*Helena Independent.*

A BIG BARLEY RANCH.—Mr. George Kinkel, Jr., general manager of the Manhattan Malt Company of Moreland, Montana, a station eighteen miles west of Moreland, on the Northern Pacific Railroad, has been making expensive purchases of materials, supplies, etc., in St. Paul for his company in the past few days. The company represented by Mr. Kinkel has purchased 10,000 acres of land in the beautiful Gallatin Valley for agricultural purposes, and, in addition, has bought 28,000 acres of the Northern Pacific lands, in order to control the irrigation rights, and by the tenth of June next will have completed twenty miles of irrigation ditches under the supervision of Charles A. Gregory, general superintendent of the irrigation company. The scheme of operations of the Manhattan Malt Company embraces a large plant in Montana for the production of white barley for malting purposes. The coming spring at Moreland will see 3,000 acres sown to barley, which, at an average of forty bushels to the acre, will yield 120,000 bushels of the finest white barley grown on the American continent, and this, when converted into dry malt, will be mainly shipped East to enter into a superior quality of lager manufactured in the great breweries. The Manhattan company includes some of the wealthiest brewers and malsters in the United States. Its president is Henry Altenbrand, president of the New York and Brooklyn Malt Company; its vice president, Jacob Ruppert, the big New York brewer, and its treasurer, John G. Gillig, of New York. Needless to say there will be no lack of capital to make the Montana barley growing and malting enterprise successful. William A. Dalrymple, a nephew of Oliver Dalrymple, the big farmer of North Dakota, is the superintendent of farming at Moreland, where it is intended that fully 8,000 acres of white barley shall be sown in the spring of 1892. Big elevators, malt houses, etc., will be at once constructed, and something like a small army of people will be employed in the company's operations.

### Oregon.

PORTLAND is putting her hand in her pocket for \$500,000 to deepen the rivers from her wharves to the sea.

### Washington.

THE plans for the erection of an immense flour mill on the Terminal Railway, between the wheat elevators and West Seattle, are assuming shape rapidly.

THE new commercial town of South Bend, on Willapa Bay, will be illustrated in the May number of THE NORTHWEST. It is the latest marvel in rapid town-building in the new State of Washington.

THE Iron City Power Company is the name of an organization now being formed by Ellensburg and Eastern people. Objects: Creation of electric power by the utilization of, practically unlimited water power of the Yakima River. This company will co-operate with the

Ellensburg Improvement Company, and will add free power for a term of years to manufacturers who accept the Improvement Company's manufacturing sites.

THE Yakima Republic says that 120 acres of land in that section, if devoted to the cultivation of alfalfa, would earn a net profit of \$5,140. This is estimating the price of the product at \$7 per ton. It is estimated that the ground will yield three crops each year at the rate of two tons each cutting per acre. This is a great showing, but the estimate is a conservative one, inasmuch as there are sometimes six crops taken from the land in a single season, and the price last year was \$20 per ton.

THE Oregon Improvement Company has passed out of the hands of Receiver Simon and is declared solvent, with several millions to their credit. C. J. Smith, the general manager, is calling upon all parties having claims against the company to send the same in for settlement. The company will proceed at once to develop their immense coal and iron interests in the Skagit Valley and other localities tributary to Anacortes, and will, in all probability extend the Seattle & Northern road on from Hamilton into the Cascade mines.

THE Okanogan mines, which are opening up in excellent shape, are now giving employment to 500 miners. It is thought double this number will be employed this season. Over 4,000 mining locations have been made in the Okanogan mining districts, which include Conconully, Ruby and Waukeet. A number of these locations have developed into mines worth from \$10,000 to \$1,000,000, and have ore exposures worth double the amount asked for them. The Black Bear and War Eagle mines have been bonded to an English syndicate for \$300,000.

The growth of Puyallup is one of the most notable features of progress in Western Washington. Puyallup is ten miles from Tacoma and is the trading center of a rich valley largely cultivated in hops. Its recent prosperity has come largely from its favorable situation as a residence suburb of Tacoma, where people can afford land enough for garden plots and can conveniently run in and out of the city to spend the business day. It has now a large hotel, very handsome, spacious and city-like, an opera house, two banks, waterworks, electric lights, newspapers, schools, churches, and about 2,000 inhabitants.

THE quality of iron reduced here has been pronounced steel bloom. It is certainly a very fine grained metal, and its ductility exceeds anything we have ever seen taken direct from the ore. Lay a piece of it on an anvil, strike it with a sledge and instead of flying to pieces, like pig iron generally does, it flattens out by pounding. Get iron from this ore into market once, there will be no more demand for Swedish iron by our blacksmiths, who have deemed the Swedish iron indispensable for many purposes. No blacksmith's stock used to be complete without some of it. Thousands of tons of it have been imported from Sweden, because none of the iron made in the United States was any approach to it in ductility. Its toughness is wonderful.—*Ellensburg Localizer.*

At Port Hadlock there is building what will be the largest single pontoon dry dock in the world. Work has been in progress for several months under direction of Captain R. W. DeLion, manager of the Puget Sound Dry Dock Company. The length of the dock is 325 feet and the breadth 100 feet. The depth of the pontoon will be 10.6 feet, and the sides will run up thirty-two feet above this. From seventeen to twenty-seven men are employed. Already nearly 700,000 feet of lumber has been used, but 2,000,000 feet will be required. The Jubilee dock, at Sydney, famous the world over for its size, is only 300 feet long by sixty broad. Anything coming to Puget Sound can be accommodated, and Esquimalt will lose a share of her business. The dock may be located at Seattle, Tacoma, Port Townsend or Anacortes.

### Manitoba.

THE new town of Balder, started last summer on the Morris-Brandon line of the N. P. Railroad, has already a dozen business houses. There is a fine farming country around it.

### NORTHERN PACIFIC RAILROAD COMPANY.

Approximate gross earnings for month of May, including Wisconsin Central line:

TREASURER'S OFFICE, 17 BROAD STREET, NEW YORK, March 4, 1891.			
	1890.	1891.	Increase.
Miles: Main line and branches.....	4,479	5,104	625
Month of February..	\$1,608,112.29	\$1,814,878.00	\$206,765.71
GEORGE S. BAXTER, Treasurer.			

PHOTO of your future husband or wife FREE! Send Stamp for Postage. CLIMAX CO. CHICAGO, ILL.

999 SONGS FREE! If you want to know how to get them, send your name and address to W. PHILLIPS, Publisher, 512 C Ave., CHICAGO, ILL.

IF You ARE UNMARRIED—Send your name and address to W. PHILLIPS, Publisher, 512 C Ave., CHICAGO, ILL.

WILEY E. JONES.

SEYMOUR JONES,  
Prosecuting Attorney Skagit County.

# JONES & JONES,

## Attorneys • at • Law,

Platt Bank Building,

ANACORTES, WASH.

# J. C. JEPSON,

## ARCHITECT,

*Consulting Engineer.*

Benedict and Goodwin Building,

ANACORTES, WASH.

## MEDICAL and SURGICAL INSTITUTE.

We have established in Minneapolis an Institute in which are engaged eight representative Physicians, Surgeons and Specialists, covering every branch of Medicine and Surgery, including Diseases of the EYE and EAR, THROAT and NOSE, ABDOMINAL SURGERY and GYNÆCOLOGY, GENERAL, ORTHOPEDIC and ORIFICIAL SURGERY, MENTAL and NERVOUS Diseases, RECTAL, VENEREAL and SKIN Diseases, Diseases of WOMEN and CHILDREN, Diseases of the HEART, LUNGS and KIDNEYS, etc., etc.

As adjuncts, we have extensive ELECTRICAL APPARATUS, COMPRESSED AIR CHAMBERS, OXYGEN, COMPOUND MASSAGE, CHEMICAL and Microscopical Laboratory, etc., to meet every requirement.

Correspondence solicited for Consultation, Operation or Treatment at Institute or anywhere in the Northwest.

MINNEAPOLIS MEDICAL AND SURGICAL INSTITUTE,

828 First Ave. S.

Telephone 1300-2

W. D. LAWRENCE, M. D. Sec'y.

## THE MERCANTILE AGENCY

—OF—

## R. G. DUN & CO.,

—FOR THE—

## Promotion and Protection of Trade, and Collection of Debts.

Reference Books containing Maps Issued Quarterly.

The collection and adjustment of past due debts receive special attention.

This is the ONLY MERCANTILE AGENCY having complete facilities for doing business in every State and Territory in the Union.

This AGENCY has 143 Associate Offices, or nearly double as many as that owned or controlled by any other mercantile agency.

For further particulars and terms of subscription apply to or address

J. J. CORCORAN, Gen'l Dist. Manager,  
St. Paul, Minneapolis, Duluth, Winona and La Crosse.

## B. B. FOWLE,

Attorney

and

Counsellor at Law.


Office in Platt Bank Building,

ANACORTES,

WASH.

### Forecast for April.

Unless the signs are erroneous, April promises to be a normal month. Foster intimates that the usual record for general humidity is likely to be maintained, but that if it is not then the month will be drier than usual. Certain authorities claim that it will present an unusual number of cold, blustering days, and that, if this prognostication is not borne out, the latter part of the month will be correspondingly warmer. That April will begin as usual on the first of the month, and will contain thirty days, they all agree with charming unanimity, but from a non-partisan standpoint they are sadly in doubt. There is not a particle of doubt, however, as to the assertion that The St. Paul & Duluth Railroad is becoming widely known as The Duluth Short Line. What with its fast trains, admirable service, splendid equipment, fine terminals and close connections, it is maintaining its place as the popular route, and increasing its prestige among those who travel between the Twin Cities and Duluth and West Superior. Circulars furnished by G. W. Bull, General Passenger Agent, or G. C. Gilfillan, Assistant General Passenger Agent, St. Paul, Minn.



**FREE TO BOYS AND GIRLS UNDER 18**  
**WITHOUT ONE CENT OF MONEY.**

If any boy or girl under 18 years of age wants a strictly first-class safety bicycle they can obtain it free, without one cent of money. We shall give away, on very easy conditions, 1000 or more. The wheels are 25 inches, with crescent steel rims and molded rubber tires, and run on hardened steel cone bearings, adjustable to wear; geared to 46 inches; detachable cranks; four to five inch shafts; frame finely enameled, with nickel trimmings. Each machine is supplied with tool bag, wrench and oiler. Equal in quality to those sold on the market for \$45.00. We have both boys' and girls' styles. If you want one write at once to WESTERN PEARL CO., 208 Dearborn St., Chicago, Ill. Mention this paper.



# South Bend, Washington.

## Pacific Ocean Terminus of the Northern Pacific Railroad.

SOUTH BEND, the seaport of WALLAPA HARBOR, is the terminus of the Yakima and Pacific Coast Division of the Northern Pacific Railroad now under construction to be completed from Chehalis to SOUTH BEND this year.

The Geographical position, tributary resources and natural advantages of SOUTH BEND, and its direct rail communication with the timber, coal and wheat of Washington insure its becoming one of the leading seaports of the Pacific Coast.

Government Charts show 29 feet of water over the bar of WILLAPA HARBOR at high tide, while the towing distance to the wharves at SOUTH BEND is only 16 miles against 140 on Puget Sound and 116 on the Columbia River from Portland, Oregon.

The extraordinary growth and development of the Puget Sound cities will be duplicated at SOUTH BEND, and parties seeking new locations for manufacturing or business enterprises or a field for investment will do well to investigate further and communicate with

**THOMAS COOPER, General Manager,**  
**Northern Land and Development Company,**  
**SOUTH BEND, WASHINGTON.**

In Skagit County, **SEDRO**, on Skagit River,

The Great **MANUFACTURING** and **DISTRIBUTING POINT** of Western Washington.

Has three Railroads in Operation now, a 4th under construction and a 5th projected.  
**Agricultural, Timber and Mineral Lands adjacent.**

**MANUFACTURING OPENINGS** for Sash and Door Factory, Furniture Factory, Bucket Factory, Exceleior and Paper Works, Oat Meal Mills, Foundry, Machine Shop and Smelters.

**SPECIAL INDUCEMENTS OFFERED.** Money Invested for Non-residents. Write for Maps and Pamphlets.

**SEDRO LAND & IMPROVEMENT CO.,**

**Paid up Capital, \$100,000.**

**WM. M. WOOD, Sec'y., Box 752 Seattle, Wash.**



**RUN**

Fast Trains with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between Chicago and Milwaukee and St. Paul and Minneapolis.

Fast Trains with Pullman Vestibuled Drawing Room Sleepers, Dining Cars and Coaches of latest design, between Chicago and Milwaukee and Ashland and Duluth. Through Pullman Vestibuled Drawing Room and Tourist sleepers via the Northern Pacific R. R., between Chicago and Portland, Or. and Tacoma, Wash.

Convenient Trains to and from Eastern, Western, Northern and Central Wisconsin points, affording unequalled service to and from Waukesha, Fond du Lac, Oshkosh, Neenah, Menasha, Chippewa Falls, Eau Claire, Hurley, Wis., and Ironwood and Bessemer, Mich.

For tickets, sleeping car reservations, time tables and other information, apply to Agents of the Line, or to Ticket Agents anywhere in the United States or Canada.

S. R. AINSLIE, General Manager, Milwaukee, Wis.  
 J. M. HANNAFORD, Gen'l Traffic Man'gr, St. Paul, Minn.  
 H. C. BARLOW, Traffic Manager, Chicago, Ill.  
 LOUIS ECKSTEIN, Gen. Pass. & Tkt. Agt., Chicago, Ill.



**Minneapolis, St. Paul & Sault Ste. Marie Ry.**  
**Duluth, South Shore & Atlantic Railway.**

Over 100 Miles Shorter than any other Route.

**THE**  
**Quickest, Cheapest,**  
**AND**  
**Best Routes Between**  
**ST. PAUL, MINNEAPOLIS, DULUTH,**  
**AND**  
**BOSTON, MONTREAL, NEW YORK,**

and all points in New England and Canadian Provinces, and Short Line from the Northwest to principal points in Lower Michigan, Ontario and New York State. Sleeping and Dining Cars Attached to all Through Trains.

Ticket Offices: 158 East Third St. St. Paul.  
 Guarantee Building, Minneapolis.  
 327 West Superior St., Duluth.  
 AND UNION STATIONS.

Courtship at Chintz Creek.

"Ketched yer, Mott, didn'er?"  
 "Ketched who?"  
 "Mott McGar."  
 "Doin' wot?"  
 "Climmin' er tree."  
 "By Gum! yer did, Teat. How's yer mar?"  
 "Ri ht shearp, peart en hustlin'."  
 "En yer par?"  
 "Right shearp peart en kickin'."  
 "Whoop! thet's bad, 'cause—"  
 "'Cause wot?"  
 "'Cause—D'yer ever git lonesome, Teat?"  
 "Course, yer knows er do, Mott."  
 "I git lonesome, too, Teat."  
 "My, Mott!"  
 "I got er — sen two ox teams, Teat."  
 "Is yer, Mott?"  
 "En er log house."  
 "Mercy, Mott!"  
 "En er tater patch."  
 "Oh, Mott."  
 "En—en—I hain't got no gal, Teat."  
 "Yer knows I like yer, Mott."  
 "Say, will yer, Teat?"  
 "Wot'll yer gimme? Gimme ther pony ef er do?"  
 "Gin yer everythink, Teat."  
 "Everythink yer got?"  
 "Yes."  
 "Um willin'."  
 "But yer par's kickin'."  
 "Let par kick, We'll jine, Mott. Mar's a-hustlin'."

# FINANCIAL.

## MINNESOTA.

HENRY P. UPHAM, Presl. E. H. BAILEY, Cashier.  
C. D. GILFILLAN, Vice Presl. Wm. A. MILLER, Asst. Cash.

## THE FIRST NATIONAL BANK

OF ST. PAUL, MINN.

United States Depository.

Capital, \$1,000,000. Surplus, \$900,000.

DIRECTORS: H. H. Sibley, T. B. Campbell, J. H. Sanders  
Henry P. Upham, Greenleaf Clark, H. E. Thompson,  
H. R. Bigelow, J. J. Hill, D. C. Shepard, T. L. Schurmeier,  
C. D. Giffillan, A. H. Wilder, F. B. Clarke, C. W. Griggs,  
E. H. Bailey.

ALBERT SCHEFFER, President.  
E. A. HENDRICKSON, Vice-President.  
HERMANN SCHEFFER, Cashier.  
O. T. ROBERTS, Assistant Cashier.

## THE COMMERCIAL BANK,

ST. PAUL, MINN.

Paid up Capital, \$500,000.  
Surplus and Undivided Profits, 50,000.

GEO. W. SHELDON, Pres. OLIVER OLSON, Treas.  
W. H. DAVENPORT, V. Pres. C. C. HOUP, Att'y.  
A. B. ERICKSON, Sec'y & Gen. Mgr.

## UNITED STATES LIVE STOCK INSURANCE COMPANY,

Incorporated 1890. Capital, \$500,000.

OF FERGUS FALLS, MINN.

Is the Largest and Most Progressive Company in the United States.

ACTIVE AND RELIABLE AGENTS WANTED.

## OREGON.

## The First National Bank,

PORTLAND, OREGON.

Designated Depository and Financial Agents  
of the United States.

Capital and Surplus, \$1,000,000.

HENRY FAILING, President.  
H. W. CORBETT, Vice-President.  
G. E. WITHINGTON, Cashier.  
H. J. CORBETT, Asst. Cashier.

President, H. LeGRAND ENSIGN, Philadelphia, Pa.  
Treasurer, THOMAS BROMLEY, " "

## THE CUSTER SHEEP INVESTMENT CO.,

136 South Sixth Street, Philadelphia, Pa., and Dickinson, N. D.

Organized October, 1890, with a capital stock of \$100,000, offer investors a limited number of shares at \$10. Write for a prospectus.

## C. W. SMITH & CO., Mining Operators,

939 Guaranty Loan Bldg, Minneapolis, Minn.

Prescott, Arizona. Denver, Colorado.

We always have a good Mine on hand for sale that will pay purchasers well.

Will report upon Mines in the United States or Canada.

## MONTANA.

C. P. HIGGINS, President. J. R. HIGGINS, Cashier.  
G. C. HIGGINS, Asst. Cashier.

## C. P. HIGGINS' WESTERN BANK,

MISSOULA, MONT.

Individual Responsibility, \$1,000,000.

The LARGEST and FINEST EQUIPPED Bank in Western Montana.

## GREAT FALLS

## WATER POWER & TOWNSITE CO.

Will answer all correspondence concerning Great Falls, the metropolis of Northern Montana.

Settlers desiring Government Land will be given reliable information.

Excellent opportunities for investment. Lots for sale at reasonable prices and upon easy terms.

## GREAT FALLS WATER POWER & TOWNSITE CO.,

Great Falls, Montana.

## Bozeman National Bank,

BOZEMAN, MONTANA.

Capital, \$50,000. Surplus, \$10,000.

EMORY COBB, Pres't. C. W. HOFFMAN, Vice Pres't.

PETER KOCH, Cashier.

We do a general banking business, and give prompt attention to collections and any other business entrusted to us.

## GEORGE L. RAMSEY,

Investor, and Negotiator of Mortgage Loans.

County, Municipal and Irrigation Co. Bonds.

County and City Warrants.

References: Bozeman National Bank.  
BOZEMAN, MONTANA

PIERCE HOOPES. CHAS. H. EATON.

## HOOPES & EATON,

Real Estate, Mines and Insurance.

Quartz Mines. Placer Mines. Investments made for non-residents. Rents collected. Taxes paid.

References: Montana Nat. Bank, Helena; Livingston Nat. Bank, Livingston; National Park Bank, Livingston.

Correspondence solicited. LIVINGSTON and COOKE, Mont.

## ALLAN R. JOY,

Real Estate, Investment Securities,  
Bonds, Mortgage Loans.

Local Agent N. P. R. R. Property.

Correspondence solicited. LIVINGSTON, MONT.

Vice President, H. L. DICKINSON, Dickinson, N. D.  
Secretary, W. S. RICHARDS, Philadelphia, Pa.

## WASHINGTON.

D. F. PERCIVAL, President. W. E. WEYGANT, Cashier.

## BANK OF CHENEY,

Cheney, Wash.

## Farm Mortgages.

8 to 10 per cent. on Undoubted Security.  
Correspondence solicited. For information address,  
D. F. PERCIVAL, Pres't, or W. E. WEYGANT, Cashier,  
CHENEY, WASH.

## CENTRALIA, WASH. Centralia Real Estate Exchange.

## D. E. FRENCH & CO.

We have better bargains and better terms in CITY and FARM Property than any other firm in Washington.  
Correspondence Solicited.

## LEWIS COUNTY BANK,

(INCORPORATED.)

CENTRALIA, WASHINGTON.

Collections a Specialty. Capital \$50,000.

Officers: CHAS. GILCHRIST, President; ARNOLD PACKARD, Vice-President; C. W. JOHNSON, Cashier.

## H. J. MILLER & CO.,

Real Estate and Financial Agents.

INVESTMENTS MADE FOR NON-RESIDENTS.

We have the largest and most desirable list of property in the city. Information furnished. Correspondence solicited. CENTRALIA, WASHINGTON.

## T. B. FISH & CO.,

Real Estate and Investment Agents,

Reference: J. M. PLATT, Banker. ANACORTES, WASH.

## ANDERSON BROS., Real Estate and Loan Agents.

We have a large list of improved and unimproved farms in the Palouse country, from \$8 to \$30 per acre. MORTGAGE LOANS negotiated for Eastern parties at a high rate of interest. Correspondence solicited.

ANDERSON BROS., ROSALIA, Washington.

A. M. CANNON, B. H. BENNETT, R. L. CLARKE,  
President. Cashier. Asst. Cashier.

## BANK OF SPOKANE FALLS,

Spokane Falls, Washington.

Paid up Capital, \$150,000. Surplus, \$110,000.

OLDEST BANK IN EASTERN WASHINGTON.

## THE

## American Guaranty Loan & Investment Co.

Paid up Capital, \$100,000.  
916 Seventeenth Street, DENVER, COLORADO

Has for sale 8 per cent., 9 per cent. and 10 per cent. First Mortgage Bonds—long and short time, paper fully guaranteed. Also choice real estate investments. Correspondence solicited.

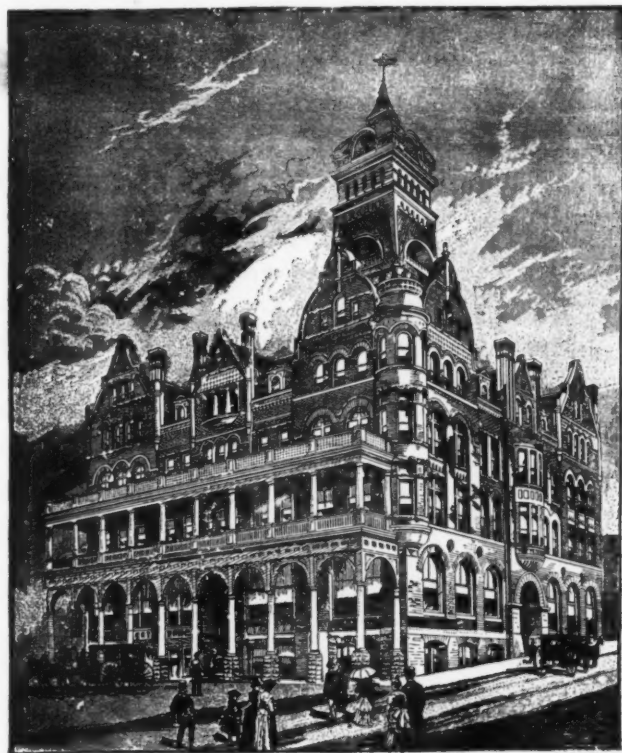
## North Dakota.

If you are interested in the development of the new prairie State of North Dakota, write to the Minnesota and Dakota Land and Investment Company, Mannheim Block, St. Paul, Minn., for a folder map, showing where you can get cheap and good lands for farming and stock-raising near railroads, schools and towns. This map will be sent free to all applicants.



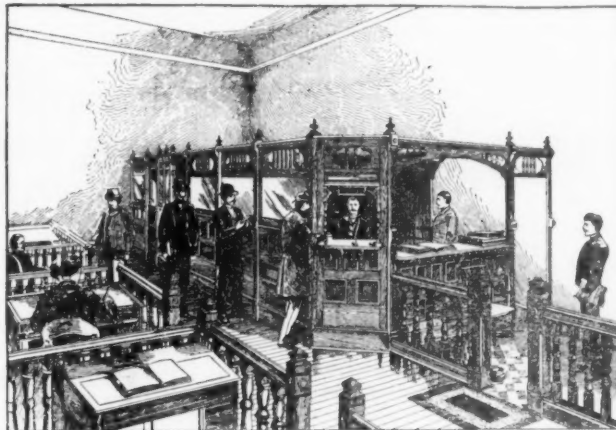
## FAIRHAVEN, WASHINGTON.

Pacific Ocean terminus of the Great Northern Railroad. Population in 1888, 25; in 1891, 5,000. On the superb harbor of Bellingham Bay. Resources: coal, iron, lumber and agriculture. For information as to openings for industry and capital address either of the following firms:



"The Fairhaven," Fairhaven, Wash.

Unsurpassed by any hotel in the country for the excellence of its accommodations. Elevator, steam heat, electric lights and bells, and all modern conveniences. Rates, \$3 per day and upwards. CHAS. E. TAYLOR, WM. K. HATCH, MANAGERS.



OFFICES OF GAMWELL & WARNER.

FAIRHAVEN is nearer the East and nearer the ocean and has a better Harbor than any other Port on Puget Sound. Fairhaven is the only city in the State of Washington having direct connection with three transcontinental railways. Study the map and you will see that the commerce of the Northwest can't dodge Fairhaven. Fortunes made by investing now. One has here the same opportunities "to get in on the ground floor" and make large profits, that the fortunate ones had who made early investments in Kansas City, Denver, St. Paul and other western cities that are now large and flourishing.

We handle the cream of inside property and acreage. For more conservative investors, we have gilt edged first mortgages, city warrants, and prime bank stocks. For speculators we have mining stocks and mines—coal, gold, silver and lead.

We invite correspondence and can furnish references in all the principal cities.

**GAMWELL & WARNER,**  
Investment Bankers,  
**FAIRHAVEN, WASH.**

# FAIRHAVEN,

## Pacific Coast Terminus of the Great Northern Ry.

Recognizing the superiority of its harbor, as well as its nearness to the open sea, and its matchless resources in coal, iron, timber and agriculture, the Great Northern Railway has firmly planted its western terminus at Fairhaven.

The Fairhaven & Southern Railroad (which has been rapidly extended east, north and south to transcontinental connections), has been purchased, together with vast terminal, shipping and other railway facilities, by the Great Northern. All these extensions are still being pushed with the characteristic vigor of the latter company. Lines connecting with the Canadian Pacific on the north and with the Northern, Union and Southern Pacific on the south will be completed this season, while the great main transcontinental line will center all the mammoth interests of its 'round-the-world' traffic at Fairhaven in the Fall of 1891. Meanwhile,

**FAIRHAVEN is destined to be a great Manufacturing and Commercial center, Because it has:**

**The finest Harbor on the Pacific Coast; The greatest area of adjacent Agricultural Land;**  
**The most magnificent forests of Timber in the World; The finest natural Townsite and Water Front;**  
**Immense veins of the best Coal in the West; Mountains of first-class Iron Ore;**  
**Quarries of blue Sandstone for building purposes; Lime in immense quantities.**

Fairhaven, only one year old, has miles of modern streets lined with substantial structures, some costing over \$100,000 each; the best system of arc and incandescent electric light in operation and gas lighting and electric street car lines in process; a \$100,000 system of water works already completed; great lumber mills running; iron and steel works under way, and is expending over \$200,000 on docks and terminal facilities at which thirty-five ocean and coastwise steamers already regularly land. Offers the same opportunity for investors that Tacoma presented a few years ago, by which scores of people have made their hundreds of thousands out of the investment of a few hundred dollars. Further information, personal or by mail, free at the office of

**THE FAIRHAVEN LAND CO.,**  
Fairhaven, Washington.

## ST. PAUL ADVERTISEMENTS.

## ROBINSON &amp; CARY CO.,

Manufacturers' Agents and Dealers in  
Equipment and Supplies for  
RAILWAYS, CONTRACTORS,  
MINES, MILLS, Etc., Etc.  
Largest and Fullest Stock in the Northwest.  
Corner Fourth and Wacouta Sts.,  
ST. PAUL.

## ST. PAUL &amp; PACIFIC COAL CO.,

WHOLESALE DEALERS IN

## COAL AND PIG IRON.

Sole Shippers to the Northwest of Philadelphia and Reading Coal.

General Office, ST. PAUL.  
Docks at DULUTH and SUPERIOR.  
A. PUGH, General Manager.

Established 1890.

## BOHN MANUFACTURING CO.,

Sash, Doors, Blinds, Mouldings, Stair Work and Building Material.

PINE AND HARD-WOOD LUMBER.

ST. PAUL, MINN.

## P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY &amp; CO.,

## Wholesale GROCERS,

IMPORTERS OF

Teas and Coffees,

Established 1864.

ST. PAUL, MINN.

## NOYES BROS. &amp; CUTLER,

## IMPORTERS,

—AND—

## Wholesale Druggists,

ST. PAUL, MINNESOTA.

H. D. MATHEWS, Pres. and Treas. W. M. YOUNG, Vice Pres. J. WHARRY, Secretary.

## THE NORTHWESTERN LIME CO.,

Lime, Cement, Plaster, Hair, Etc.

GENERAL OFFICE:

179 East Third St., ST. PAUL, MINN.

Wholesale Warehouse at

St. Paul, Duluth, Minneapolis and Minnesota Transfer.



We send samples and rules for self-measurement upon application. Write us and save your money. Our \$6.00 Pants beat ALL.

## FRANKLIN MACHINE WORKS,

Manufacturers of

Passenger, Freight and Hand Pow  
ELEVATORS.

St. Paul,

Minnesota.

## ST. PAUL FOUNDRY CO.,

MANUFACTURERS OF

## Architectural Iron Works.

STEEL BEAMS CARRIED IN STOCK.

Write for prices and designs of columns.

Works on Great Northern Railway.

Office, Cor. Seventh and Cedar.

## FAIRBANKS' SCALES,

## ECLIPSE WIND MILLS,

Tanks, Pumps, Pipes, etc.

The Best Goods in the Market.

## FAIRBANKS, MORSE &amp; CO.,

371 &amp; 373 Sibley St.,

ST. PAUL, MINN.

Minnesota  
TYPE FOUNDRY,

ST. PAUL, MINN.,

Manufacturers and  
Dealers in

THE CELEBRATED  
SUPERIOR  
COPPER-MIXED TYPE,  
and all kinds of  
PRINTERS' MACHINERY.

Electrotyping and  
Stereotyping promptly  
and skillfully done.

No Printer can afford  
to buy before consulting  
us. Send for New Pony  
Specimen Book.

## METROPOLITAN

Has the Best Corps of Teachers in the Northwest,  
The Best Location and Finest Rooms.

## SCHOOL



## GUNS, SPORTING GOODS AND MECHANICS' TOOLS.

## WILLARD S. DENNIS,

Importer and Jobber of Havana Cigars,

326 Jackson Street, Gilman Block, 5 Globe Building, 4th and Cedar Streets,

ST. PAUL, MINN.

## N. LEHNEN, Ph. D.,

## Analytical and Technical Chemist.

Office and Laboratory, No. 306 Jackson St., St. Paul, Minn.

Personal attention given to all kinds of Assaying, Analyzing and Testing Ores, Food, Water, etc. Samples by mail or express attended to promptly. Write for terms.

ANNIE ROONEY SONG FREE with catalogue of our  
new songs and address. WESTERN MUSIC CO., CHICAGO, ILLINOIS.

HALL'S  
SAFE AND LOCK CO.,

MANUFACTURERS OF

Hall's Patent Fire and Burglar Proof

## SAFES,

BANK LOCKS, VAULT WORKS.

## O. A. CAVAN,

Dealer for the Northwest.

236 Washington Ave. So., - MINNEAPOLIS, MINN.

358 Jackson Street, - ST. PAUL, MINN.

## G. W. TUSSNER &amp; CO.

## Roman and Venetian Marble Mosaic,

And Venetian for Wells, Ceilings, Mantles,  
Hearths, Decorations, etc.638 Jackson St., Cor. 10th & Jackson,  
ST. PAUL, MINN.

## MRS. K. JAMES,

## Manicure, Pedicure and Dermatologist.

All diseases of the Hands, Feet and Skin successfully  
treated. All Scalp Diseases a specialty.OFFICE HOURS: 9 A. M. to 6 P. M.  
Parlors: 134 Globe Bldg. Cor. 4th & Cedar, ST. PAUL.

## "DAISY"

Send for our elegant cat-  
alogue. Also have Daisy  
Saddles and Harness.  
J. H. Mahler Carriage Co.,  
St. Paul, Minn.

Strongest, most Stylish,  
most Comfortable.  
Our Salesmen are every-  
where.

## BUGGIES

Bookkeeping, Penmanship, Commercial Law, Commercial  
Arithmetic, Correspondence, Shorthand and  
Typewriting.

## BUSINESS

Office: 405 Pioneer Press Building.

For further information address  
N. S. BEARDSLEY, ST. PAUL, MINN.

Write for Complete Illustrated Catalogue Free.

## ST. PAUL HARDWARE CO.,

78 &amp; 80 East Seventh St., ST. PAUL, MINN.



# ST. PAUL JOBBERS UNION.

CYRUS H. KELLOGG, President.

ARCHELAUS PUGH, PHILLIP REILLY, Vice-Pres'ts.

JOSEPH McKIBBIN, Treasurer.

A. S. TALLMADGE, Secretary.

**BOOTS AND SHOES.**

Foot, Schulze & Co.  
C. Gotzian & Co.  
Kellogg, Johnson & Co.  
Tarbox, Schliek & Co.

**CARPETS AND UPHOLSTERY.**

John Mathels.

**CHINA, CROCKERY AND GLASSWARE.**

Donaldson, Ogden &amp; Co.

**MANUFACTURERS AND JOBBERS OF CLOTHING.**

H. C. Burbank & Co.  
Frisk, Turner & Co.

**CRACKERS AND CONFECTIONERY.**

Berrisford Baking and Confectionery Co.  
Friedeman & Lewis

**CREAMERY.**

Crescent Creamery Company.

**DOORS, SASH AND BLINDS.**

Abbott Brothers,  
Bohn Manufacturing Co.

**DRUGS.**

Noyes Bros. & Cutler.  
Ryan Drug Co.

**DRY GOODS AND NOTIONS.**

Finch, Van Slyck & Co.  
Lindekes, Warner & Schurmeier.  
Powers Dry Goods Co.

**FUEL.**

St. Paul &amp; Pacific Coal Co.

**GROCERS.**

Allen, Moon & Co.  
Beaupre, Keogh & Davis.  
Griggs, Cooper & Co.  
P. H. Kelly Mercantile Co.  
Maxfield & Seabury.

**GRAIN AND COMMISSION.**

Griggs Bros.  
W. A. Van Slyke & Co.

**HARDWARE AND STOVES.**

Adam Decker & Co.  
Detroit Stove Works.  
Farwell, Ozmun, Kirk & Co.  
C. W. Hackett Hardware Co.

**HATS, CAPS AND FURS.**

Gordon & Ferguson.  
Lanpher, Finch & Skinner.  
McKibbin & Co.

**IRON AND HEAVY HARDWARE.**

Nicols &amp; Dean.

**LEATHER, SHOE FINDINGS AND SADDLERY HARDWARE.**

P. R. L. Hardenburg & Co.  
Scheffer & Rossum.

**LUMBER.**

W. F. Fifield & Co.  
J. P. Gribben Lumber Co.  
John Martin Lumber Co.  
C. N. Nelson Lumber Co.

**MACHINERY AND SUPPLIES, STEAM AND WATER GOODS.**

Jilson & Sowden.  
Robinson & Cary Co.  
Rogers & Ordway, (Well Machinery.)  
H. P. Rugg & Co.

**MANUFACTURERS TINWARE.**

Horne &amp; Danz Co.

**MEN'S FURNISHING GOODS.**

Gulterman Bros.

**MILLINERY AND FANCY GOODS.**

August Oppenheimer & Co.  
Robinson, Straus & Co.

**MUSICAL INSTRUMENTS.**

W. J. Dyer & Bro.  
Nathan Ford Music Co.

**NOTIONS AND FURNISHING GOODS.**

Arthur, Warren & Abbott.  
Jos. W. Blabon.  
Samuel Schwab & Brother.

**NOTIONS AND TOYS.**

G. Sommers &amp; Co.

**PAPER AND STATIONERY.**

St. Paul Book and Stationery Co.  
Wright, Barrett & Stilwell.

**PRODUCE, FRUITS, NUTS, ETC.**

B. Presley &amp; Co.

**PROVISIONS.**

Minnesota Packing and Provision Co.

**PAINTS, OILS AND GLASS.**

T. L. Blood & Co.  
St. Paul White Lead and Oil Co.

**ROOFINGS, CORNICES AND MACHINERY.**

Scribner, Libbey Co.

**RUBBER GOODS AND BELTING.**

Goodyear Rubber Co.  
St. Paul Rubber Co.

**SCALES, WINDMILLS, ETC.**

Fairbanks, Morse &amp; Co.

**SOAP.**

Minnesota Soap Co.

**TRUNKS, ETC.**

H. S. Crippen &amp; Co.

**CARRIAGES, WAGONS, HARNESS AND AGRICULTURAL IMPLEMENTS.**

Mast, Buford &amp; Burwell Co.

**VINEGAR.**

H. A. Dumke.

**WINES AND LIQUORS.**

D. Aberle & Co.  
Geo. Benz & Sons.  
W. L. Perkins & Co.

## TACOMA,

The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and the Only Wheat Shipping Port on Puget Sound.  
The Wholesale and Manufacturing Centre of the Pacific Northwest.

Look at the following evidences of its growth: **Population in 1880, 720. Population (Census, 1890) 40,185.**

Assessed value of property in 1880 .....	\$517,927	Money spent by N. P. R. R. Co. on Terminal Improvements in 1887 .....	\$250,000
Assessed value of property in 1888 .....	\$5,000,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1888 .....	\$506,000
Assessed value of property in 1889 .....	\$20,000,000	Money spent by N. P. R. R. Co. on Terminal Improvements in 1889 .....	\$750,000
Real Estate Transfers for 1885 .....	\$667,000	Coal shipped in 1882 .....	56,300 (Tons)
Real Estate Transfers for 1888 .....	\$8,855,598	Coal shipped in 1889 .....	180,940 (Tons)
Real Estate Transfers for 1889 .....	\$15,000,000	Crop of Hops in 1881 .....	6,098 (Bales)
Banks in 1880 .....	1	Crop of Hops in 1889 .....	40,000 (Bales)
Banks Jan. 1st, 1890 .....	10	Lumber exported in 1889 .....	107,326,280 (Feet)
Bank Clearances for 1889 .....	\$25,000,000	Wheat shipped in 1889 .....	1,457,478 (Bushels)
Wholesale business for 1889 .....	\$9,000,000	Private Schools in 1889 .....	4
Value of manufacturing products for 1889 .....	\$6,000,000	Public Schools in 1880 .....	2
Money spent in Building Improvements in 1887 .....	\$1,000,000	Public Schools in 1889 .....	9
Money spent in Building Improvements in 1888 .....	\$2,148,572	Value of Public School Property, 1889 .....	\$264,480
Money spent in Building Improvements in 1889 .....	\$5,821,195	Value of Private School Property, 1889 .....	250,000
Money spent in Street Improvements in 1887 .....	\$90,000	Regular Steamers in 1880 .....	6
Money spent in Street Improvements in 1888 .....	\$263,200	Regular Steamers in 1889 .....	67
Money spent in Street Improvements in 1889, over .....	\$700,000		

TACOMA is the only natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon is aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

TACOMA now stands pre-eminent as the future great Metropolis of Puget Sound, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

**ISAAC W. ANDERSON,**

N. P. R. R. Headquarters Building:

General Manager of The Tacoma Land Co., TACOMA, WASH.

## DULUTH, MINNESOTA.

"The Zenith City of the Unsalted Seas," was spoken in derision but it was unconscious prophecy. From a mere town "just lying around loose" in 1880, it has grown to a city of 40,000 people in 1890; with a taxable valuation of \$24,000,000; with bank clearings of \$100,000,000; with 16,000 miles of tributary railroads; with 2,500 arrivals and clearances of lake vessels, handling 3,000,000 tons of lake freight; with an elevator capacity of 21,000,000 bushels, handling 17,700,000 bushels of wheat, (4,000,000 more than by Chicago); with a lumber, shingle and lath cut in tributary district of 341,000,000 feet; with water power capacity of 65,000 horse-power in tributary territory; with coal receipts of 1,500,000 tons; with iron ore shipments of 875,000 tons; with churches, schools, daily papers; it is the last sea port in the shortest journey from Europe to Asia, and the first water connection with the Atlantic from Asia to Europe.

R. C. BROPHY.

Ours is the Site of the Second Chicago.

ALBERT ROCKWELL, M. D.

### WEST DULUTH.

**REAL ESTATE**---Investments made for non-residents. We cheerfully answer all letters of inquiry.

**BROPHY & ROCKWELL, West Duluth, Minn.**

REFERENCES: The Bank of West Duluth; The Manufacturers' Bank of West Duluth.

### LAKE SIDE LAND CO.

Offers for speculation or places of permanent residence the

Choicest Property in or about Duluth.

The predictions of the past have been more than verified.

Sewers and Water Works in Operation.  
Frequent Trains and comfortable Cars.

Do not fail to look this Property over.  
For full particulars call on or write

### LAKE SIDE LAND CO.,

WM. C. SARGENT, Sec'y & Manager,  
507 First National Bank Building, DULUTH.

### N. B. & E. T. MERRITT,

Financial Agents,

Real Estate, Pine and Mineral Lands.

Guarantees made on investments. Correspondence solicited. Investments made for non-residents.

Paladio Building, - - DULUTH, MINN.

**R. C. MITCHELL,** Real Estate Agent and Broker,  
DULUTH, MINN.

As the founder and for more than 20 years the publisher of the Duluth Tribune, he has had unusual facilities for becoming familiar with affairs and values at the head of the lake, and for enabling him to judge where investments can be made most advantageously.  
Refers by permission to H. H. Bell, Manager Bell & Eyster's Bank; Hon. W. K. Rogers, President State Bank; Hon. M. J. Davis, Mayor of Duluth; Hon. J. B. Sutphin, Ex-Mayor of Duluth.

### A. J. WHITEMAN,

Dealer in

Pine Lands and Real Estate.

Lots in all Divisions of West Duluth.  
Loans placed for a reasonable commission.  
A. J. WHITEMAN, DULUTH, MINN.

### C. C. & A. R. MERRITT,

Real Estate and Iron Lands.

Room 616 Chamber of Commerce Building,

DULUTH, MINN.

Correspondence solicited.

**CHEAP PROPERTY and LARGE RETURNS**  
is what investment in

**WEST DULUTH, MINN.,**

furnishes investors. Send for map and circular.

MALLORY & BOYD, Real Estate Agents,  
WEST DULUTH, MINN.

### COCHRAN & WALSH,

ST. PAUL, DULUTH, NEW YORK,  
Giffillan Block. 18 Wall Street.

Negotiators of

### MORTGAGE LOANS.

Duluth Office, Room 1 & 2 Exchange Building.

W. M. ROBERTS, Associate Managers.  
A. W. HARTMAN, }

### D. B. R. CHAPMAN & CO.,

### Real Estate,

108 Chamber of Commerce,

DULUTH, - MINNESOTA.

We Make a Specialty of

### INVESTING FOR NON-RESIDENTS,

and  
Guarantee them their Money  
and

Eight per cent. a year Profit.

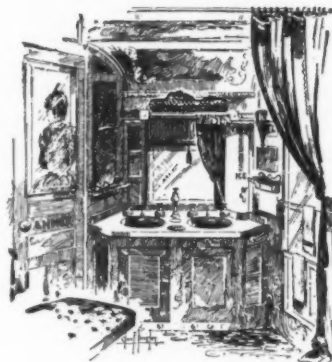
L. MENDENHALL. Established 1863. T. W. HOOPES.

### MENDENHALL & HOOPES,

Real Estate, Loans and Insurance,

First National Bank Building, DULUTH, MINN.

Improved Sleeping Cars On Short  
Line To Chicago.



Interior view of Ladies' Toilet Room in the magnificent new Pullman Sleepers now running on the Vestibule Limited between Minneapolis, St. Paul and Chicago, over "The North-Western Line"—Chicago, St. Paul, Minneapolis & Omaha Railway.

The Drawing Rooms in these cars have also been improved and in addition there are two private sections, numbered 11 and 12, that are about as private as the Drawing Room.

The furnishings of these private sections, Drawing and Toilet Rooms are of old gold and brocade plush.

Hot and cold water is provided in both Ladies' and Gentlemen's Toilet Rooms and the Gentlemen's Smoking Room is furnished with movable easy chairs in addition to the customary stationary seat.

This line has also received new Wagner Sleepers, which run on alternate days with the Pullmans to Chicago, and having the same large and convenient toilet rooms for the ladies, together with other improvements.

"The North-Western Line" is also the only Pullman Car line from St. Paul and Minneapolis to Duluth, Ashland, Sioux City, Omaha and Kansas City.

Buy your tickets over "The North-Western Line." No extra charge for fast service and superior accommodations.

For map, folder, and any information, address,

T. W. TEASDALE,  
Gen'l Passenger Agent,  
St. Paul.

PROPRIETORS OF THE

Minneapolis  
Sheepskin  
Tannery.

EXPORTERS OF

FINE NORTHERN FURS

ESTABLISHED 1877.

JAS. McMILLAN & CO.,

MAIN HOUSE,

200 TO 212 FIRST AVE. NORTH,

MINNEAPOLIS, MINN.

DEALERS AND EXPORTERS

COUNTRY & PACKER

GREEN SALTED HIDES

& Calfskins, Dry Hides

Pelts, Furs, Wool,

Tallow, Grease,

GINSENG & SENECA ROOT.

REFERENCES BY PERMISSION:

SECURITY BANK, MINNEAPOLIS, MINN.  
FORT DEARBORN NATIONAL BANK, CHICAGO, ILL.  
MONTANA NATIONAL BANK, HELENA, MONT.  
FIRST NATIONAL BANK, GREAT FALLS, MONT.  
FIRST NATIONAL BANK, SPOKANE FALLS, WASH.  
FIRST NATIONAL BANK, LINCOLN, NEB.

BRANCHES:

CHICAGO, ILL., 137 AND 139 KINZIE STREET.  
HELENA, MONT.  
SPOKANE FALLS, WASH.  
LINCOLN, NEB., 920 R STREET.

LIBERAL ADVANCES MADE ON SHIPMENTS AGAINST ORIGINAL BILL OF LADING.

Shipments Solicited. Write for Circulars.



## WINNIPEG, MANITOBA.

*Largest city in British North America between Lake Huron and the Pacific Ocean. Population in 1870, 215; in 1880, 8,000; in 1890, 27,000. Assessment in 1881, \$9,199,435; in 1890, \$23,000,000. It is the great central mart of Canada. It is one of the greatest railway centers of the Dominion. The trade of Winnipeg amounts to about \$40,000,000 annually. It is the commercial, political, social, educational and literary center of the Canadian Northwest. It is one of the healthiest cities in Canada, the most enterprising, energetic and prosperous.*

### A. W. ROSS & CO.,

Real Estate and Financial Agents,

Winnipeg, Manitoba.

Country and City Property bought and sold. We have a large list of improved and unimproved Farms from \$2 to \$25 per acre.

**WINNIPEG, MAN.** If you are interested in Real Estate here, either as buyer or seller, it will pay you to call on or write me.

A thirteen year residence in this city—with investments in real estate continuously as owner and agent—enables me to protect the interests of my clients. Investments made either on commission or on sharing plan. Correspondence solicited.

Refer to any Bank in Winnipeg.

**ROBERT YOUNG, 489 Main Street.**

**R. D. WAUGH,**  
Real Estate  
AND  
Financial Agent,  
**WINNIPEG, MAN.**

First-class investments for non-residents in  
BUSINESS, RESIDENCE,  
SUBURBAN, ACREAGE and FARM Property  
LOANS AND INSURANCE.  
Correspondence solicited. Reference: Alfred Pearson,  
Esq., Mayor of Winnipeg; and Commercial Bank of  
Manitoba.

**CROTTY & CROSS,**  
Real Estate and Loans,

Corner Main and Market Streets,  
**WINNIPEG.**

We have been ten years in the real estate business in  
this city, and are well posted in localities and values.  
Come and see us. Lists on application.

**GLINES & CO.,**  
Real Estate Agents,  
421 Main St., Winnipeg.

Business Property, Residence Property,  
Acre Property for Subdivision.

Fourteen years' experience in Winnipeg real estate,  
Correspondence solicited.  
References: D. MacArthur, Esq., Manager Commercial  
Bank, Winnipeg; Hon. D. H. McMillan, Prov. Treasurer,  
Winnipeg; Col. Scott, Collector of Customs, Winnipeg.

## THE CLARENDON.

Patronized by their Excellencies, Lord and Lady ABERDEEN.

**WINNIPEG.**

**RUTLEY & McCAFFREY, Prop'r's.**

**E. G. CONKLIN,**  
Real Estate Broker,  
No. 500 Main St., **WINNIPEG, MAN.**  
(Established in 1877.)

Specialties: Winnipeg City Property,  
(Improved and vacant)  
and Manitoba Farm Lands.  
Correspondence solicited.

Established 1881.  
"Acquaintance and Experience have Value."



**M. A. MacLEAN & CO.,**  
Real Estate and Financial Brokers,  
**WINNIPEG, MANITOBA.**  
Investments carefully made for non-residents. Corro-  
spondence solicited. M. A. MacLEAN & CO.,  
Portage Avenue, Winnipeg, Man.

**The City of Winnipeg**  
Illustrated in the November number of  
THE NORTHWEST MAGAZINE.  
Price Twenty Cents.  
Address THE NORTHWEST MAGAZINE,  
St. Paul, Minn.

## CHAS. H. ENDERTON, Real Estate and Investment Broker.

Careful attention given to investments for non-residents.

No. 357 Main St., **WINNIPEG.**

Correspondence solicited.

REFERENCES: The Savings Bank of St. Paul, St. Paul, Minn.; National German-American Bank, St. Paul, Minn.; Commercial Bank of Manitoba, Winnipeg.

**HAMILTON & O'SHAUGHNESSY,**  
Real Estate Brokers,  
Insurance and Loan Agents.

Have a large list of Business and Residence Property,  
Market Gardens and Acreage Property.  
MONEY INVESTED.

Reference: Bank of British North America, and Mun-  
son & Allan, Solicitors.

No. 209 Portage Avenue, **WINNIPEG.**

**THE LELAND HOUSE,**  
PORTAGE LA PRAIRIE, MAN.  
Strictly First-class W. NEVINS, Proprietor.  
When visiting Portage La Prairie stop at the Leland  
House. All modern improvements. Headquarters for  
commercial travelers. Free buss meets all trains.  
WM. NEVINS, Prop.

**FRED D. COOPER,**  
Real Estate, Insurance and Financial Agent,  
**BRANDON, MANITOBA.**

The best Farms with land ready for crop in the Banner  
Districts of Brandon and the Souris Valley for sale on  
easy terms. Wild lands from \$8 an acre.

**J. W. ROSS,**  
**ARCHITECT,**

Security Block,

**GRAND FORKS, N. D.**

## HELENA, MONTANA.

HELENA is the capital of the State of Montana, and the county seat of Lewis and Clarke County. Population, 20,000. Railroad, commercial and financial center of the State. Railroads radiate in eight directions. Bank deposits over \$6,000,000. U. S. Assay Office. U. S. Land Office. Steam motor line, street cars, electric light. Opportunities for investment in real estate, gold and silver mines, stock ranches and farms. Also for manufacturing and general business.

**HELENA, MONTANA.**  
**E. S. FRENCH & CO.,**  
**Real Estate and Loan Brokers.**

MORTGAGE LOANS AND INVESTMENTS FOR NON-RESIDENTS A SPECIALTY. Maps and information furnished free. Correspondence solicited.  
 References: Montana National Bank and First National Bank of Helena.

[No. 1649.]  
**First National Bank,**  
 HELENA, MONTANA.  
*United States Depository.*  
 Paid up Capital, \$500,000  
 Surplus and Profits, \$75,000  
 General Banking Business and Collections in the Northwest receive prompt attention.  
 S. T. HAUSER, Pres't. A. J. DAVIS, Vice Pres't  
 E. W. KNIGHT, Cashier.  
 T. H. KLEINSCHMIDT, Ass't Cashier.  
 GEO. H. HILL, Second Ass't Cashier.

**MATHESON & CO.,**  
 Helena, Montana.  
**Real Estate and Loans.**  
 Can place gilt-edged Real Estate Loans at 10 per cent.  
 Refer to Thomas Cruse Savings Bank.  
 Correspondence Invited.

**ENGELHORN'S**  
**Helena Business College.**

1,700 STUDENTS.



1,250 GRADUATES.

Established 1883.  
 Institute of Shorthand, Telegraphy and Penmanship.

The celebrated PERLIN System taught by mail. Send \$2.10 for Manual. Each Department complete and in charge of expert Professor. For full particulars address H. T. ENGELHORN, M. A., Pres., Helena, Montana.

**MERCHANTS HOTEL,**  
 Butte, Mont.  
 Cor. Galena and Dakota Sts.  
 M. O'BRIEN, Proprietor, formerly of Merchants Hotel, Helena, Montana. Rates, \$2 to \$3 per day. Special rates by week. A first-class family hotel. Good bar in connection.  
 GEO. W. O'BRIEN, Manager.

*Great Falls, Montana.*  
**HENRY & HANSON,**  
*LEADING*  
**Real Estate Brokers.**  
 Correspondence solicited.

J. ARMITAGE.

**ARMITAGE & PIATT, Real Estate.**

GEO. H. PIATT

Correspondence solicited in regard to MONTANA and HELENA.

REFERENCES: { First National Bank, Helena.  
 Northwest Magazine, St. Paul.  
 F. A. Wilcox, 69 Wall St., New York.

Office: Main St., opposite 1st National Bank, HELENA. MONT.

## SPOKANE FALLS, WASHINGTON.

LARGEST CITY IN EASTERN WASHINGTON. Largest and best water-power on the Pacific Coast. Important railroad center. Railroads radiate in six directions. Extensive agricultural regions and rich mining districts are tributary to the city. Population 25,000. Two colleges, cable, electric motor and horse railroads. Numerous manufacturing concerns. Wholesale houses, gas and electric light plants and water works. Five National banks and two private banks.

**Spokane Falls, Washington.**  
**H. BOLSTER & CO.,**  
**Real Estate and Financial Agents.**

Mortgage Loans and other Investments for Non-residents a Specialty. REFERENCES: First National Bank, Traders National Bank, Bank of Spokane Falls  
 CORRESPONDENCE SOLICITED.

**Mrs. ALICE HOUGHTON'S Real Estate Office,**  
**SPOKANE FALLS, WASH.**

A Specialty made of Investments for Non-residents. Refers by permission to THE NORTHWEST MAGAZINE, St. Paul, and A. M. CANNON, President Bank of Spokane Falls.

**CENTRAL ADDITION**  
**To Spokane Falls, Washington,**  
 Is centrally located and offers unequalled opportunities to parties desiring business or residence property.  
 The Union Depot Company's grounds are located in this addition. Rapid development inevitable. For full information apply to office of J. J. BROWNE, Browne Block.

**J. T. McARTHER,**  
**Investment Agent,**  
 SPOKANE FALLS, WASH.  
 Will purchase Town Lots, Stock Ranches, Farm Lands or Negotiate Paper for Non-residents.  
 Ten years' experience in the business.  
 References furnished if desired

**A. W. HOLLAND & SON,**  
**Real Estate, Insurance and Loan Agents.**  
 Notary Public. Negotiate first mortgage loans on improved farm and city property.  
 Collections and investments for non-residents attended to.  
 SPRAGUE, WASHINGTON.

## CENTRALIA, WASHINGTON,

"THE HUB OF WESTERN WASHINGTON," destined to be a great MANUFACTURING, RAILROAD and COMMERCIAL CENTRE, located on a lovely townsite in the midst of EXTENSIVE FORESTS, GREAT COAL BEDS, VAST AGRICULTURAL RESOURCES and IMMENSE MINERAL DEPOSITS.  
 We have recently put on the market a beautiful tract of land known as NORTHERN PACIFIC ADDITION. This property, owing to its pretty location and close proximity to the business centre, is the most desirable in Centralia. Parties investing in this property will treble their money within six months.  
 Information furnished. Correspondence solicited.

**ROBINSON & CO., Real Estate and Loans, Centralia, Wash.**



# Northern Pacific RAILROAD LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

## AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States traversed by the Northern Pacific Railroad as follows:

In Minnesota,	-	-	Upwards of 1,450,000 Acres
In North Dakota,	-	-	" 6,700,000 Acres
In Montana,	-	-	" 17,600,000 Acres
In Northern Idaho,	-	-	" 1,750,000 Acres
In Washington and Oregon,	-	-	" 9,750,000 Acres

AGGREGATING OVER

**37,000,000 Acres.**

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly

**FROM \$1.25 TO \$6 PER ACRE**

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is still a larger amount of Government lands lying in alternate sections with the railroad lands, open for entry, free, to settlers, under the Homestead, Pre-emption and Tree Culture laws.

## TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS.

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre, Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent.

The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$3.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$5 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.00 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern Land district of the Northern Pacific Railroad, apply to  
**GEO. W. BOARD, Gen'l Land Agt., St. Paul, Minn.**

For prices of lands and town lots in Washington, Idaho and Oregon, Western land district of the Northern Pacific Railroad, apply to  
**PAUL SCHULZE, Gen'l Land Agt., Tacoma, Wash.**

## WRITE FOR PUBLICATIONS.

**DO THIS!** Send for the following named illustrated publications, containing sectional land maps, and describing the finest large bodies of fertile AGRICULTURAL AND GRAZING LANDS now open for settlement in the United States.

The Northern Pacific Railroad Company mail free to all applicants the following Illustrated Publications, containing valuable maps, and describing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon. They describe the country, the soil, climate and productions; the agricultural and grazing areas; the mineral districts and timbered sections; the cities and towns; the free Government lands; the low-priced railroad lands for sale, and the natural advantages which the Northern Pacific country offers to settlers. The publications contain a synopsis of the United States land laws, the terms of sale of railroad lands, rates of fare for settlers, and freight rates for household goods and emigrant movables. The publications referred to are as follows:

**A SECTIONAL LAND MAP OF NORTH DAKOTA**, showing the Government lands open to settlers, and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to diversified farming in connection with stock raising.

**A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO**, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine agricultural lands and grazing ranges, rich mineral districts and valuable bodies of timber.

**A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON**, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, in Central and Western Washington, including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts and the agricultural and grazing lands.

**A MONTANA MAP**, showing the Land Grant of the Northern Pacific R. R. Co., and the Government surveys in the district covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests and agricultural sections.

## ALSO SECTIONAL LAND MAPS OF DISTRICTS IN MINNESOTA.

When writing for publications, include the names and addresses of acquaintances, and publications will be sent to them also.

**WRITE FOR PUBLICATIONS.**—They are illustrated and contain valuable maps and descriptive matter, and are MAILED FREE OF CHARGE to all applicants. For information relating to lands and the Northern Pacific country, address

**P. B. GROAT,**  
General Emigration Agent,

OR  
**ST. PAUL, MINNESOTA.**

**CHAS. B. LAMBORN,**  
Land Commissioner

## The City of MONARCH, MONTANA,

is situated 150 miles east of Helena and 55 miles south of Great Falls, terminus of the Monarch & Great Falls R. R.,

running regular passenger and freight trains from Great Falls to Monarch. The city of Monarch is the center of the largest mining district in North America. Within a radius of fifteen miles there are 5,000 mining claims, and it is at Monarch where all the ore from these mines is hauled and loaded on the cars. The total value of these mines are many millions of dollars.

Large Reduction Works will be erected at Monarch late in the Fall, and it is destined to be the greatest distributing and reduction point in Montana.

Lots in the city of Monarch have just been placed on the market and early investors will reap the reward of the largest profits, as the future of Monarch is assured and property will enhance in value quicker and greater than in any other city West.

For maps, plats and full particulars address

**MONARCH TOWNSITE CO.,**  
Monarch, Montana.

## A SURE PAYING BUSINESS. Sheep-Raising in North Dakota.

## A Splendid Opening for Industrious and Enterprising Young Men.

**Experience Proves that You Can Double Your Money Every Year in the Sheep Business in North Dakota Besides Earning a Good Living.**

We have a number of tracts of land in the valleys of the James and Sheyenne that are especially adapted for sheep, and which we are offering for from \$3 to \$4 per acre. These lands are as near railroads and towns as any sheep man wants to be. Some of the tracts have timber on them sufficient for corrals and other ranch buildings. Most of them have springs, running water and meadows. You can buy Montana sheep delivered at Jamestown, Valley City or Carington for from \$2 to \$2.50 per head. Address

**MINNESOTA & DAKOTA LAND & INVESTMENT CO.,**  
MANNHEIMER BLOCK,  
ST. PAUL, MINN.,  
or any of the local agents of the company in North Dakota.

**RELIABLE INFORMATION.** Social issues of THE NORTHWEST MAGAZINE containing illustrated articles on all the principal and live points in the Northwest sent postpaid to any address on receipt of 20 cents. Keep abreast with the times and order the magazine sent to your address regularly. Subscription price only \$2 per year, in advance.

## TACOMA, WASHINGTON.

**WESTERN TERMINUS OF THE NORTHERN PACIFIC RAILROAD.** Situated near the head of Puget Sound, on the tide-water of the Pacific Ocean. Ships more lumber and coal than any other port on the Pacific Coast, and more wheat than any other port except San Francisco. Direct importations of tea and other Asiatic commodities. Population, 40,000. Numerous important manufacturing industries. Large jobbing houses. Steam and electric motor street railways. Three colleges. Waterworks, gas and electric light.

A. L. MANNING.

J. S. BOGLE.

C. N. HAYS.

**MANNING, BOGLE & HAYS,**  
Real Estate and Loans,  
**TACOMA, WASHINGTON.**

**City, Suburban and Acre Property.**

Having had large experience, and keeping thoroughly posted in relative values of property in and around the city of Tacoma, gives us advantages not enjoyed by many others, in placing money for safe investments. Free carriage to show the city to visitors and investors. References: National Bank of Commerce; Trakors Bank of Tacoma.

**MANNING, BOGLE & HAYS.**

## ORTING,

18 Miles from Tacoma,

**Queen of the Puyallup Valley,**

SITE FOR THE STATE SOLDIERS HOME,

which will expend \$200,000 there within a year. New Factory just started, and Bank established. Orting's Hop yield for 1890, \$300,000. Good Schools, Manufactories, Water Works and graded streets.

For particulars, maps, etc., write

HERBERTS GRIGGS, Trustee of Orting Townsite Syndicate, TACOMA.

Or, H. S. LILLAGAR, Agent, ORTING, WASH.

Intending purchasers of **ANACORTES PROPERTY** will do well to call on or write to

## J. C. BROCKENBROUGH, Jr.,

Pacific National Bank Building, TACOMA, WASH.

### TACOMA REALTY.

We have for sale elegant Improved and Unimproved City and Addition Properties, Farm, Hop, Garden, Fruit and Timber Lands, Water Fronts, Coal, Iron, Gold, Silver and Copper Mines. Properties ranging on our lists from \$100 00 to \$250,000.

Call upon or address **E. F. RUSSELL & CO.,**  
916 A Street, Opp. the "Tacoma."

## E. N. OUIMETTE,

TACOMA, WASH.,

## Real Estate and Loans.

**OUIMETTE'S**

**Fifth Addition to Tacoma,**

Situated on the line of street railway between Puyallup and Tacoma.

Price \$100 per Lot.

\$10 Cash, balance in Monthly Payments of \$10.

Ten per cent. discount for cash. A large list of inside property always on hand.

1316 Pacific Avenue, TACOMA, WASH.

[3417.]

### PACIFIC NATIONAL BANK,

Tacoma, Wash.

Paid up Capital,	-	-	-	\$100,000
Surplus,	-	-	-	60,000

C. P. MASTERSON, President.

T. B. WALLACE, Vice-President.

L. R. MANNING, Cashier.

S. B. DUSINBERRE, Asst. Cashier.

DIRECTORS:

C. P. Masterson, T. B. Wallace, J. P. Stewart,  
W. D. Tyler, L. R. Manning.

### MERCHANTS NATIONAL BANK.

(Oldest Bank in Tacoma.)

Bank Building Cor. Pacific Ave. and Eleventh St.

Paid up Capital, \$250,000. Surplus over Dividends, \$75,000.

President, WALTER J. THOMPSON.

Vice-President, HENRY DRUM.

Asst. Cashier, R. J. Davis. W. F. SARGENT, 2nd Asst. Cash.

Cashier, SAMUEL COLLYER.

Directors: M. E. Hatch, Henry Drum, Samuel Collyer, W. J. Thompson, Geo. F. Orchard, Nelson Bennett, R. J. Davis.

Deposits (large and small) of individuals, firms, or banks receive careful attention. Correspondence in regard to Tacoma invited. Interest on time deposits.

## F. C. AMBRIDGE & CO.,

## Investments,

## Loans Negotiated, etc.

Correspondence Solicited.

101 South Ninth Street, - - TACOMA, WASH.

## J. J. RUTLEDGE,

## Real Estate and Loans,

BLAINE, WASH.

Real Estate Investments for Non-residents.

## WHITE, BURNHAM & CO.,

## Real Estate Brokers.

COLLECTIONS.

Owners of White's Park Addition to Drayton.

BLAINE, - - WASH.

## J. BYLER & CO.,

## Real Estate Bought and Sold.

I Avenue and Sixth Street,

ANACORTES, - - WASH.

## SEATTLE ILLUSTRATED.

Our regular February edition, containing a thorough article on the city of Seattle, handsomely illustrated, is now out of print. We have prepared a special edition containing the Seattle matter and pictures only, which will be sent by mail on receipt of TEN CENTS per copy. Send for it if you wish to know how solidly and elegantly Seattle has been rebuilt since the great fire, and what a big, busy, growing, prosperous place it has become. Address

THE NORTHWEST MAGAZINE, St. Paul, Minn.



"The Tacoma," Tacoma, Wash.

The Tacoma, Tacoma, Washington; F. L. PRASBRY, Manager. Leading hotel of the North Pacific Coast. Special attention to tourist travel. Point of departure for all Puget Sound ports, Victoria and Alaska. Superb mountain and marine views. Boating, fishing, excursions, etc.





ALL HAND PAINTED.

Mr. Newrich, exhibiting with pride his pictures to a friend—"Just look at these elegant pictures, and every one of them is hand painted."

## CURRENT ANECDOTES.

### HOW TO TELL BAD CIGARS.

Cigar Dealer—"Yes, I want a boy here. Have you had any experience?"

Youthful Applicant—Lots.

"Suppose I should mix up the price marks in these boxes, could you tell the good cigars from the bad ones?"

"Easy 'nough."

"How?"

"The wust cigars is in the boxes wot's got the purtiest pictur's."

### THE BILL WILL TAKE HIS BREATH AWAY.

Henry Watterson is quick in repartee, and now and then perpetrates a good thing on the spur of the moment. He met in Washington, at the Riggs House, the celebrated poet lobbyist, Colonel Dick Wintersmith. The latter was in a gastronomic quandary, and told Mr. Watterson that he (Wintersmith) had an idea of ordering a dinner of fine beefsteak and onions. He was skeptical as to whether the Riggs House could serve a dinner of onions and beefsteak that would have real onions and yet leave no offensive odor upon his breath.

"Col. Dick, I can tell you what to do," said Watterson.

"What is that?"

"Why, go to John Chamberlain's and order beefsteak and onions, and when you pay your bill it will take your breath away."

### CARRIED AWAY THEIR TRACKS.

A West-end gentleman, recently back from a trip through the States, was telling some of his friends at the club about his adventure with a gang of highwaymen in Kansas. According to his own version of the affair, he played a very brave part—so brave, indeed, that the robbers, well-armed as they were, were soon glad to get away in the darkness. He would have pursued them, but it was raining, and the mud was horrible.

When asked why he did not get officers and follow the thieves the next day, he replied that he did; that is to say, he tried to do so, but could find no trail.

"Why, how was that?" asked one of the listeners, "I thought you said it was horribly muddy. The robbers must have left tracks enough."

"So it would seem," answered the hero of the story; "but you see, the mud out there is so sticky, that the rascals' tracks stuck fast to their feet, and they carried them away with them."—*London Spare Moments.*

### A VERY LOVELY DRESS.

Henry Ward Beecher used often to quote a remark which he once overheard in the White Mountains at a hotel where he was staying with his family. On the piazza one day a girl near to him said to her companion, a damsel of her own age:

"Oh, Marianne, I do think that gown of yours is just too lovely for anything and it is so appropriate to wear up here!"

The other smiled self-approvingly.

"Yes," she said, smoothing down the folds of the frock in question. "I do think this gown sets off the mountains better than any other I ever had on."

### A STORY WITH A MORAL.

A good story comes from across the river, in which a scriptural motto figures as the cause of a heavy financial loss to an innkeeper.

The principal and only hotel at Oysterville is kept by a Mrs. McIntyre, and when, something like two weeks ago, the sale of school lands took place there, a large number of speculators visited the county seat of Pacific County, and the registry of the McIntyre Hotel contained more names within a few short days than ever before. The guests wore a happy, self-contented look, and did not gaze with that "afraid-of-being-charged-six-dollars-a-day" look at the attaches of the house.

The guests also all developed wonderful appetites. Whether it was the bracing air that circles around the home of the great northwestern oyster, or something else, is not known, but three, four and even five meals a day was the rule with most of the boarders.

With the close of the sale the guests of the Hotel McIntyre took their departure, and, strange to say, the majority of them forgot to see the cashier. One gentleman was stopped as he was leaving and asked to liquidate.

"Charge it; I'll be back in a few days" he said.

"But I don't trust you," ventured the lady.

"Oh, yes you do; your sign says so."

"Sign? What sign?"

"Why, your sign in there," said the departing guest, pointing to the dining room.

There on the wall hung the fateful motto. It had been given to Mrs. McIntyre's little girl as a Sunday school prize and read:

"I will trust and be not afraid."—*Astorian.*

### A Natural Sanitarium.

A myriad-minded Shakspeare says: "Throw physic to the dogs." A great many people have an idea that Mother Nature has provided remedies for all the ills that flesh is heir to, and that they can be found without the intervention of medical colleges or drug-compounders. In support of this they point to thousands of people who have regained health at the various medicinal springs that send forth their healing waters in various parts of the United States. In the West, the most celebrated of these natural sanitariums is the Hot Springs of Arkansas. In curative power it outranks all others of the world. The average number of visitors is over one hundred thousand a year, coming not only from all states of the Union, but Europe and South America. The best route to the Hot Springs from the Northwest is "The Burlington," which has its own track from St. Paul and Minneapolis to St. Louis, making close connections with trains for the Springs. It also runs every Saturday evening a through sleeping car from the Twin Cities to Hot Springs without change. Any agent of "The Burlington" or connecting lines can supply you with tickets, or you can write to W. J. C. Kenyon, General Passenger Agent, C. B. & N. R. R., St. Paul, Minn.

# HAMILTON,

ON THE

## Skagit River,

STATE OF

## WASHINGTON.

Hamilton is the coming Iron Manufacturing Center of Washington.

There are six large seams of Coal that can be cheaply mined at Hamilton.

Coking Coal in inexhaustible quantities, at Hamilton.

Blacksmith Coal that is equal to that of the Cumberland, Maryland, field, at Hamilton.

Gas Yielding Coal that is equal to any in the World, at Hamilton.

The coal mines are open and can be inspected by visitors.

At Hamilton a mountain of Iron Ore stands within half a mile of the best Coking Coal on the Pacific Coast.

Blast furnaces to be erected in the near future.

Negotiations for erecting Coke Ovens under way.

Limestone, for fluxing purposes, close to Hamilton.

Hamilton will be a great Iron Manufacturing City.

Valuable Argentiferous-Galena Leads have been discovered within six miles of Hamilton.

The most productive Silver and Lead mining camps in America will be on the headwaters of the Skagit River.

Compact veins of Carbonate of Silver, Leads of Argentiferous-Galena and veins of Wire Silver have been discovered on the Skagit's headwaters.

As Denver stands commercially to the mining camps of Colorado, so does Hamilton stand toward the Skagit River mining region. All the Skagit River highland mining region is directly tributary to Hamilton.

The Silver Bearing Ores of this new mining region, which is the best that has been discovered on the continent, will be smelted at Hamilton where cheap coke can be bought.

One hundred square miles of valuable timber land is tributary to Hamilton.

The Skagit Valley is the most productive agricultural land in Washington.

The Seattle & Northern Railroad run daily trains between Anacortes and Hamilton.

The Seattle & Northern Railroad Company owns one-tenth of the stock of the Hamilton Townsite Company.

The Great Northern's transcontinental line, as surveyed, passes through Hamilton.

The Northern Pacific, the Great Northern's remorseless competitor, will build a railroad from Anacortes to the silver mining camps on the Skagit's headwaters.

The Hamilton Townsite Company offer lots in their **First, Second and Third Additions** at prices ranging from \$275 to \$375, reserving the right to advance the price without notice.

**TERMS:** One-third cash, balance in one and two years at eight per cent. interest.

Address, **HAMILTON TOWNSITE CO.,**  
HAMILTON, WASH.

YOUR NAME on 20 Lady Cakes 1 Box  
PATENT FOUNTAIN PEN COMPANY, I FORGET ME NOT ALBUM  
600 Adams Street, New York, N. Y. CLARENCE, CHICAGO, ILL.

**999 SONGS FREE!** If you want  
them in 4 volumes. Send 25 cts. to  
H. J. HILLMAN, Publisher, 111 E. Ave., CHICAGO, ILL.

**PHOTO of your future Husband or Wife FREE!**  
Send Stamp for Postage. CLIMAX CO. CHICAGO, ILL.

**Will Do It.** Our Beard Elixir will force a  
Beard in 20. Sample package, postpaid, 15c;  
2 for 25c; one dozen, 75 cents. Agents wanted.  
Wasson's Mfg. Co., 5 E. St., Providence, R. I.

**FOR LADIES ONLY.** I will send any  
Secret, that cost me \$3.00, & a Rubber Stamp for 30 cents.  
MRS. J. A. KIRKMAN & CO., 16 RIVER ST., CHICAGO, ILL.

**Cancer** & TUMORS cured. No knife. Private hospital,  
brook free, 20 yrs. Buffalo, N. Y.  
L. D. McMichael, M.D., removed  
to 180 Wabash Ave., Chicago.

**COINS** If you receive any money coined before 1878,  
save it and send two stamps to  
**NUMISMATIC BANK, Boston, Mass.,**  
for circulars on rare coins and Government premium  
bonds. A fortune for somebody.

**\$80 A MONTH** and expenses paid  
to sell goods. \$40 a Month to distribute circulars. Salary paid  
monthly. Sample of our goods and contract free. Send  
10c. for postage, packing etc. WE MEAN BUSINESS.  
UNION SUPPLY CO., 29 & 31 RIVER ST., CHICAGO, ILL.

**FAT FOLKS**  
using "Anti-Corpulence Pills" lose 10 lbs. a  
month. They cause no sickness, contain no poisons and never  
fail. Sold by Druggists everywhere or sent by mail. Partic-  
ulars (sealed) 6c. WILCOX SPECIFIC CO., Phila., Pa.

**OPIMUM** and Whiskey Habits  
cured at home with-  
out pain. Book of par-  
ticulars sent FREE.  
B. M. WOOLLEY, M.D.,  
Atlanta, Ga. Office 104½ Whitehall St.

**H. Hallett & Co., Box 860 Portland, Maine**  
Snug little fortunes have been made  
work for us, by Anna Page, Austin  
Texas, and Joe Bonn, Toledo, Ohio.  
See out. Others are doing as well. Why  
not you? Some earn over \$500.00 a  
month. You can do the work and live  
at home, wherever you are. Even be-  
ginners are easily earning from \$5 to  
\$10 a day. All ages. We show you how  
and start you. Can work in spare time  
or all the time. Big money for work-  
ers. Failure unknown among them.  
NEW and wonderful. Particulars free.  
NEW and wonderful. Particulars free.  
NEW and wonderful. Particulars free.

**\$3000 A YEAR!** I undertake to briefly  
teach any fairly intelligent person of either  
sex, who can read and write, and who,  
after instruction, will work industriously,  
how to earn Three Thousand Dollars a  
Year in their own localities, wherever they live. I will also furnish  
the situation or employment, at which you can earn that amount.  
No money for me unless successful as above. Easily and quickly  
learned. I desire but one worker from each district or county. I  
have already taught and provided with employment a large  
number, who are making over \$3000 a year each. It's NEW  
and SOLID. Full particulars FREE. Address at once,  
E. C. ALLEN, Box 430, Augusta, Maine.

**CONSUMPTION.**  
I have a positive remedy for the above disease; by its  
use thousands of cases of the worst kind and of long  
standing have been cured. Indeed so strong is my faith  
in its efficacy, that I will send TWO BOTTLES FREE, with  
a VALUABLE TREATISE on this disease to any suf-  
ferer who will send me their Express and P.O. address.  
T. A. Slocum, M. C., 181 Pearl St., N. Y.

**The MATCHLESS**  
REPEATING AIR RIFLE 655 shots  
Walnut Stock, Adjustable Sights,  
An Effective Weapon. SENT BY EXPRESS  
THE HENRY C. HART MFG CO. Charges Not Paid on  
DETROIT, MICH. U.S.A. Receipt Of \$ 2.00

**I CURE FITS!**  
When I say cure I do not mean merely to stop them  
for a time and then have them return again. I mean a  
radical cure. I have made the disease of FITS, EPI-  
LEPSY or FALLING SICKNESS a life-long study. I  
warrant my remedy to cure the worst cases. Because  
others have failed is no reason for not now receiving a  
cure. Send at once for a treatise and a Free Bottle of  
my infallible remedy. Give Express and Post Office,  
H. G. ROOT, M. C., 183 Pearl St., N. Y.

**\$45 SEWING MACHINE FOR \$1.**  
Singer Improved High Arm, 4 Drawers,  
Extension Drop Leaf, Full Set Attachments. Warranted  
by the manufacturers for five years. Limited Offer.  
Only 1,500 of them at \$1 each. You pay the dollar after  
you receive the machine. Send name and address to  
AM. PUB. CO., JERSEY CITY, N. J.

**FREE FOR 20 DAYS** from date of this paper. Wishing to introduce our  
CRAYON PORTRAITS extend our business  
and make new customers, we have decided to make  
this special offer. Send us a picture of yourself or any member of your family, living or  
dead, and we will make you a LIFE SIZE CRAYON PORTRAIT FREE OF CHARGE,  
provided you exhibit it to your friends as a sample of our work, and use your influence in securing new  
future orders. Place name and address on back of picture and it will be returned in perfect order. We  
make any change in picture you wish, not interfering with the likeness. Refer to any Bank in Chicago.  
All mail to PACIFIC CRAYON PORTRAIT HOUSE, Chicago Opera House Block, CHICAGO.

**IF You** ARE UNMARRIED—Send your glove measure and 1  
cent postage and receive to secure mail "A Pleasant  
Surprise." Manager CLIMAX, 60 C Ave., CHICAGO.

**PATENTS** THOMAS P. SIMPSON, Washington,  
D. C. No atty's fee until Patent ob-  
tained. Write for Inventor's Guide.

**TANSY PILLS!**  
Safe and Sure. Send 4c. for "WOMAN'S SAFE  
GUARD." Wilcox Specific Co., Phila., Pa.

**A SUFFERER** from errors of youth,  
lost vigor, etc., was restored to health in such a re-  
markable manner after all else had failed, that he  
will send the mode of cure FREE to all fellow suf-  
fers. Address L. G. MITCHELL, Leesville, Conn.

**WEAK MEN** and WOMEN can quickly  
cure themselves of Wast-  
ing Vitality, Lost Mus-  
cle, etc., by using our  
head Book on All Private Diseases sent FREE  
(sealed). CURE GUARANTEED. 50 years' ex-  
perience. Dr. B. H. LOWE, Winsted, Conn.

**THE INDIAN HERB AND ELECTRIC PAD**  
CURES All Kidney and Liver Affections, Blood  
Diseases, Rheumatism, Nervous Debili-  
ty and Premature Decline. Saves doc-  
tors' and druggists' bills. Agents make  
\$100 to \$300 a month. 48 sample free.  
Address at once, EAST INDIA CO., Jersey City, N. J.

**MONEY** can be earned at our NEW line of work,  
rapidly and honorably, by those of  
either sex, young or old, and in their  
own localities, wherever they live. Any  
one can do the work. Easy to learn.  
We furnish everything. We start you. No risk. You can devote  
your spare moments to all your time to the work. We can  
entirely new lead, and brings wonderful success to every worker.  
Beginners are earning from \$25 to \$50 per week and upwards,  
and more after a little experience. We can furnish you the em-  
ployment and teach you FREE. No space to explain here. For  
information FREE. TRUE & CO., AUGUSTA, MAINE.

**MANHOOD RESTORED.**  
"SANATIVO," the  
Wonderful Spanish  
Remedy, is sold with a  
Written Guarantee  
to cure all Nervous Dis-  
orders, such as Weak  
Memory, Loss of Brain  
Power, Headache,  
Wakefulness, Lost Man-  
hood, Nervousness, Las-  
titude, all drains and  
loss of power of the  
Generative Organs, in  
either sex, caused by  
over-exertion, youthful indiscretions, or the excessive  
use of tobacco, opium, or stimulants, which ultimately  
lead to Infertility, Consumption and Insanity. Put up  
in convenient form to carry in the vest pocket. Price  
\$1 a package, or 6 for \$5. With every \$5 order we give  
a written guarantee to cure or refund the  
money. Sent by mail to any address. Circular free.  
Mention this paper. Address:  
MADRID CHEMICAL CO., Branch Office for U. S. A.  
417 Dearborn Street, CHICAGO, ILL.

**THE DOLLAR TYPEWRITER**  
THIS IS THE TYPE USED: ABCDEFGHI \$1  
DEAR SIR, NEW YORK OUT  
THIS TYPEWRITER DOES THE SAME  
QUALITY OF WORK AS A REMINGTON,  
AND WILL WRITE 20 WORDS A MINUTE  
A perfect and practical Type Writing machine for only ONE  
DOLLAR. Exactly like cut; regular Remington type; does  
the same quality of work; takes a fool's cap sheet. Complete  
with paper holder, automatic feed, perfect type wheel & ink-  
ing roll; uses copying ink; in fact it does all of the work of  
a high priced machine. Speed, 15 to 25 words a minute.  
Size, 3x4x9 inches; weight, 13 oz; MENTION THIS PAPER.  
Satisfaction guaranteed; Circulars free; AGENTS WANTED.  
Sent by express for \$1.00; by mail, 15c extra for postage.  
R. H. INGERSOLL & BRO., 65 CORTLANDT ST., N. Y. CITY.

**THE SUN** has secured as contributors during the en-  
suing twelve months: W. D. Howells, George Mere-  
dith, Andrew Lang, St. George Mivart, Rudyard Kipling,  
R. Louis Stevenson, William Black, W. Clark Russell,  
H. Rider Haggard, Norman Lockyer, and many other dis-  
tinguished writers. THE SUN'S \$75 for the ensuing  
twelve months, will print more news and more pure  
literature of the highest class and by the most distin-  
guished contemporary writers, than any periodical in the  
United States. Price 50c a copy. By mail \$2 a year.  
Address THE SUN, New York.



**A GREAT BIG STEER**—Chas. Allard, of the  
Flathead Reservation, claims the steer shipped  
up to Harding & Angst from the reservation re-  
cently was the biggest ever killed in Montana.  
The net weight of the animal was 1,274 pounds.  
The steer was raised by the late Angus McDon-  
ald, father of Duncan. —Montana Stockman.

**A NEW STATE'S MAIL.**—The postmastergen-  
eral's report for last year makes a very credita-  
ble record for the cities of Washington, and a  
large increase over last year's figures. It shows  
that the carriers of Tacoma handled 4,052,803  
pieces of mail matter, at a cost of \$8,331; Seattle,  
4,089,664 pieces at a cost of \$9,582, and Spokane  
Falls 1,748,005, at a cost of \$4,546.

**ANTELOPE AND BUFFALO.**—Dick Cummings,  
superintendent of construction of the National  
Park, was in Livingston recently, and stated that  
while out on horseback, riding in the Park he  
came across a band of 800 antelope which follow-  
ed him for several miles. He reports buffalo as  
very scarce but he recently came across a herd  
of seven as fine specimens as he ever saw.

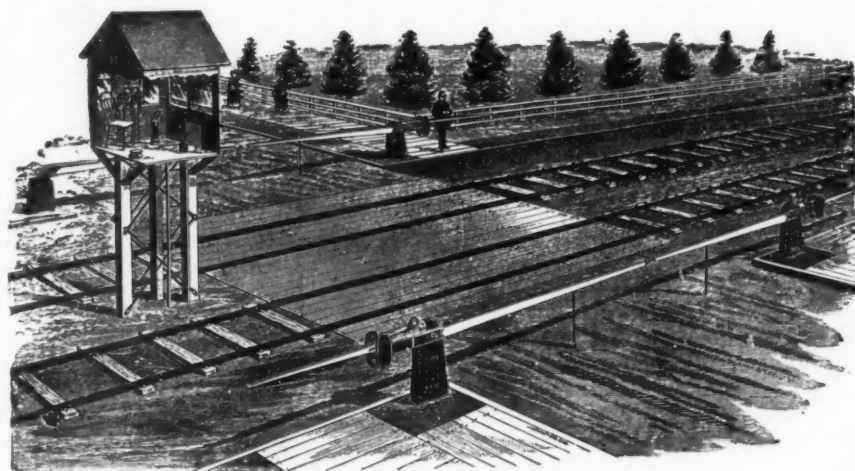
**THE COMING METAL.**—The cheapening of the  
cost of producing aluminum is making possible  
the introduction of that valuable metal in the  
industrial arts. The Michigan Stove Company,  
of Detroit, is making heaters and ranges out of  
iron with which aluminum has been mixed. A  
parlor stove made of this composition ought to  
be as ornamental as a piece of bric-a-brac.

**APPLE BLOSSOMS IN WINTER.**—Perhaps ev-  
ery one does not know how easily can be had  
fresh apple blossoms in winter. Get the ends of  
branches with plump flower buds and place them  
in water in a warm, sunny window, and they will  
soon bloom. Nodoubt many kinds of trees and  
shrubs will give as good satisfaction as the apple.  
Here is an interesting field for experiment.

**A TRANSACTION.**—The largest local financial  
transaction that has ever been consummated  
was the sale of \$9,000,000 of the Minneapolis and  
St. Paul Street Railway companies' bonds. Presi-  
dent Lowry is given great credit for handling  
such a large amount in the face of a stringent  
money market, when it was almost impossible to  
borrow even a few thousand dollars. The inves-  
tors are shrewd capitalists who do not expect  
any immediate dividends, but regard the future  
of the investment as very bright —Minneapolis  
Tribune.

**LIVE STOCK IN THE WEST.**—The census shows  
some interesting facts connected with the im-  
mense live stock interests of the West. The  
number of cattle on the plains is now 10,000,000  
—3,000,000 less than ten years ago. The reason  
is not that the number of cattle is so much smaller  
than it was ten years ago, but that the land has  
been taken up for homesteads, and the cattle are  
on enclosed farms and ranches. The census  
shows further that the number of sheep in the  
West has increased 9,000,000, being now 28,000,-  
000. The Northwest seems to be turning from  
hogs to sheep for profit, there being only 4,000,000  
swine in that region, in place of the 8,000,000 told  
of by the last census.





GEO. M. BOGUE, Pres. M. B. MILLS, Vice-Pres.  
O. A. BOGUE, Sec. & Treas.

## MILLS RAILROAD GATE CO.,

Manufacturers of

**Air, Lever and Cable Gates**

FOR

### RAILROAD CROSSINGS.

We refer to the following railroads of those who are extensively using our Gates:

Chicago & Northwestern Railway Co.,  
Chicago & Great Western R. R. Co.,  
Chicago, Burlington & Quincy R. R. Co.,  
Chicago & Western Indiana R. R. Co.,  
Illinois Central R. R. Co.,  
Chicago, Pittsburg & St. Louis R. R. Co.,  
Union Pacific R. R. Co.,  
Denver, Texas & Fort Worth R. R. Co.,  
Denver & Rio Grande R. R. Co.,  
Northern Pacific, Tacoma, Wash.  
Delaware & Hudson Canal Co., Albany, N. Y.

**MILLS RAILROAD GATE CO.,**  
Factory & Office, 171 & 173 S. Canal St., Chicago, Ill.

CAMPBELL B. HERRON, Chairman.\*

JNO. C. PORTER, Sec'y & Treas.

## The SPANG STEEL & IRON CO., Limited,

Office:

66, 68 & 70 Sandusky St., ALLEGHENY,  
P. O. Address, PITTSBURGH, PA.

MANUFACTURERS OF

### OPEN HEARTH STEEL.

*Quality Guaranteed Equal to Any Made.*

Locomotive Steel, Fire Box and Boiler Plates, Ingots, Blooms, Billets and Slabs.  
Machinery Steel, Rounds, Squares and Flats. Locomotive, Boiler, and Fire Box Steel a specialty.

Western Sales Agents:

WINNE & JACKMAN, 223 Lake St.,  
CHICAGO, ILLS.

## THE McCONWAY & TORLEY CO.,

Manufacturers of

### Malleable **IRON** Castings,

Sole Manufacturers of the Janney Coupler for Passenger and Freight Cars.

48TH STREET and A. V. R. R.,

PITTSBURGH, PA.

## SLIGO ROLLING MILLS.

PHILLIPS, NIMICK & CO.,

PITTSBURGH, PA.

MANUFACTURERS OF

"SLIGO" Boiler Plate and Fire-Box Iron.

"SLIGO" Bar, Band, Sheet and Angle Iron.

"SLIGO" Stay Bolt Iron.

Used by the principal railroads in the United States and warranted unexcelled.

"CROWN" Stay Bolt and Bar Iron.

"TYRONE" Brand of Bar, Sheet,

Tank Plate and ANGLE IRON.

HOMO STEEL BOILER PLATES AND SOFT SHEET STEEL  
SEND FOR PRICE LIST.

QUALITY OUR SPECIALTY.

BOILER HEADS AND FLUE HOLES FLANGED TO ORDER BY MACHINERY.

H. C. McNAIR, Northwestern Agent, Drake Block, St. Paul, MINN.

JAMES GREEN, Pres.

GEO. S. EDGELL, Vice Pres.

G. L. GOETZ, Sec'y.

## HELMBACHER FORGE & ROLLING MILL CO.,

MANUFACTURERS OF

Car Axels, Bar Iron, Forgings, Links and Pins.

H. C. McNAIR, N. W. Agent.

ST. LOUIS, MO.

Quality our Specialty

Sligo Boiler Plate and Stay Bolt Iron.

Boiler, Tank, Stack and Machinery Steel.

BAR, TANK AND SHEET IRON. SPIKES AND TRACK MATERIAL. NAILS AND BOAT SPIKES.

OLD RAILS, AND CAR WHEELS. CAR AXLES, FORGINGS, LINKS AND PINS.

DILWORTH, PORTER & CO.'S STANDARD & GOLDIE PERFECT SPIKES.

H. C. McNAIR,

Room 151 Drake Block,

St. Paul, Minn.

## HOWE, BROWN & CO. LIMITED,

Manufacturers of

Crucible and Open Hearth Steels,

Howe's Special Tool Steel,

Howe's Tool Steel,

Self-Hardening Tool Steel,

Crucible Spring Steel,

Fire Box and Boiler Steel.

Sheet Steel, Plow Steel, Forgings, ect.

Rake Teeth, Spring Harrow Teeth, Etc.

GENERAL OFFICE AND WORKS, PITTSBURGH, PA.

WESTERN WAREHOUSE:

228 Lake Street, - CHICAGO

## The CHAPMAN JACK

(PATENTED.)

Always Lubricated and Ready for Use.

Screw protected from Dirt and Dust.

Large Diameter of Hollow.

Screw gives Swiftest,

Lightest and

MOST POWERFUL JACK in the Market.

The Best and, Consider- The Cheapest.  
ing Quality,

THE CHAPMAN JACK CO.,  
CLEVELAND, OHIO.



## Pressed Wrought Iron Open Turn Buckles.



CLEVELAND CITY FORGE & IRON CO.,  
CLEVELAND, OHIO.

## NORTH-WESTERN IRON & METAL CO.,

Scrap Iron, Steel and Metals.

Office and Yard, 273-278 South Clinton St.,

R. R. Yard, 30th and Emerald Ave., - CHICAGO, ILL.

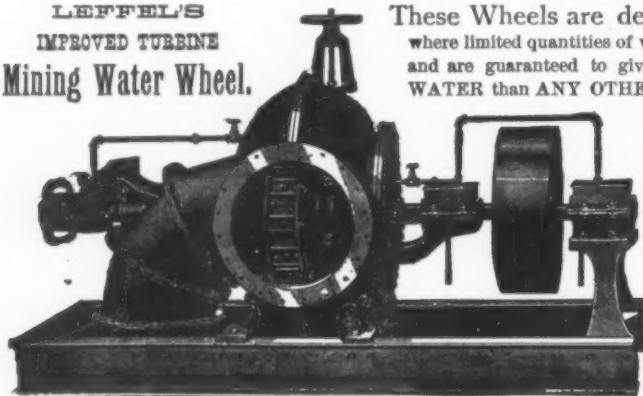
# VULCANIZED FIBRE CO.,

## WILMINGTON, DELAWARE.

Dust-guards for R. R. Cars, "Steel-clad" Fibre Track Washers, Flexible Fibre Pump Valves, Oil and Water Packings, Axel Washers, etc. Hard Fibre for **Electrical Insulation, and General Mechanical Uses.**

Write for Catalogue to New York Office, No. 14 Dey St.

LEFFEL'S  
IMPROVED TURBINE  
Mining Water Wheel.



These Wheels are designed for all purposes where limited quantities of water and high heads are utilized and are guaranteed to give MORE POWER with LESS WATER than ANY OTHER WHEEL MADE.

Estimates furnished on application, for Wheels specially built and adapted to suit any particular case.

Fine Illustrated Catalogue sent free.

Address the Manufacturers

**JAS. LEFFEL & CO.,**

Springfield, Ohio

Or 110 Liberty St., N. Y.

## National Tube Works Co.,



WORKS, BOSTON. McKEESPORT.

Manufacturers of

Lap-Welded Wrought Iron Pipe and Boiler Tubes,

MACR'S INJECTOR,

Cast and Malleable Iron Fittings, Brass Goods, Tools, etc.

GAS AND STEAM FITTING SUPPLIES.

Cor. Clinton and Fulton Sts., CHICAGO, ILL.

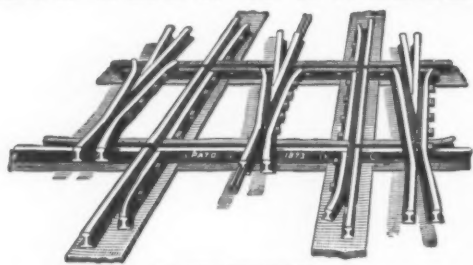
CHAS. A. LAMB, Local Manager.

## ELLIOT FROG & SWITCH CO.,

RIGID FROGS.

Lap Switches.

Rails of any Weight or Section Desired Carried in Stock.



MANUFACTURERS OF

Wrought Iron Head Chairs, Rail Braces, Bridle Rods and every description of Railroad Iron Work. Catalogue and other information furnished on application.

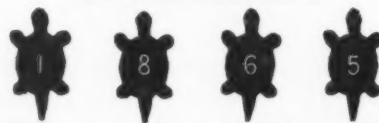
EAST ST. LOUIS, ILL.

SPRING RAIL FROGS.

Split Switches.

Automatic Switch Stands.

ESTABLISHED.



Parties are making an offer to sell to Railroad Companies my Patent Standard Ticket Punch, patented July, 1882. They are counterfeits. Parties purchasing them make themselves liable. The true CROCKER PUNCH is made only by me and stamped L. O. CROCKER, EAST BRAintree, MASS. None others genuine. Please send for circular. Price, \$24 per Dozen.

## DAVID ROUND & SON,

IMPORTERS AND DEALERS IN

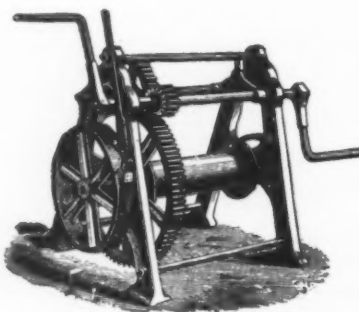
### DIFFERENTIAL PULLEY BLOCKS,

Manufacturers of

### Coil and Cable CHAINS,

2287 to 2291 Broadway,

CLEVELAND and FINDLAY, O.



## NEW YORK LOCOMOTIVE WORKS,

ROME, N. Y.

New York Office, - 34 PINE STREET.

## ALL KINDS OF COAL.

SAM'L D. LAWTHER,

No. 2 National German-American Bank Building,

ST. PAUL, MINN.

**ILLINOIS STEEL COMPANY,** Manufacturers of Bessemer, Foundry and Mill Pig Iron, Spiegel and Ferro-Manganese; Iron and Steel Merchant Bar; Nails and Rail Fastenings; Light "T" and Street Rails; Steel Blooms, Slabs, Billets and Wire Rods of any required chemical composition; Iron or Steel Car Truck Channels Steel "I" Beams and Structural Shapes. Rolls for Standard Sections and Shapes **BESSEMER STEEL RAILS** always in stock. Special Sections and Shapes made to order.

This Company owns and operates FIVE WORKS, namely: NORTH WORKS and UNION WORKS, Chicago; SOUTH WORKS, South Chicago; JOLIET WORKS; MILWAUKEE WORKS. JULIAN L. VALE, Gen. Sales Agt., General Offices, "Rookery," Chicago, Ill.

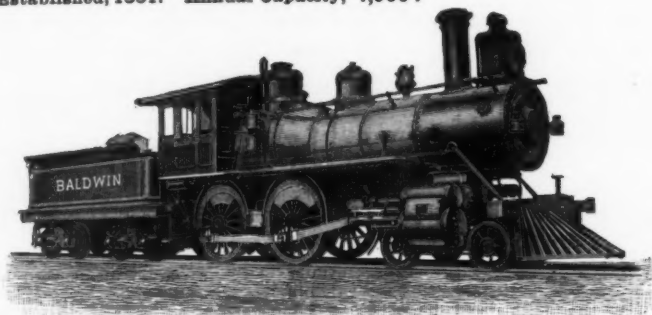
Milwaukee, (Wis.) Office, 151 N. W. Ins. Building.

New York Office, 46 Wall Street. D. E. GARRISON & CO., Agents, St. Louis, Mo.

From 8 to 100 Pounds per Yard.



Established, 1831. Annual Capacity, 1,000.

**BALDWIN LOCOMOTIVE WORKS,**

PHILADELPHIA, U. S. A.

BURNHAM, WILLIAMS &amp; CO., Proprietors,

MANUFACTURERS OF

**LOCOMOTIVE ENGINES.**

Adapted to every variety of service, and built accurately to Standard Gauges, and Templates. Like parts of different Engines of same class perfectly interchangeable.

COMPOUND LOCOMOTIVES,

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Noiseless Motors and Steam Cars for Street Railways, etc.

ALL WORK THOROUGHLY GUARANTEED.

**CLEVELAND WHEEL AND FOUNDRY WORKS,**

MAHER &amp; BRAYTON, Proprietors,

MANUFACTURERS OF

Car, Engine, Truck and Tender Wheels, Railroad, Rolling Mill and Machinery Castings, and Street Railroad Wheels and Turnouts;  
Also, Chilled Faced Railroad Frogs.

OFFICE, 20 CARTER STREET.

Works, Corner Carter and Collins Sts., CLEVELAND, O.

THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.

**Galena Engine, Coach and Car Oil.**

GRAVITY 26°, 27°, 28°, 29°. COLD TEST 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has demonstrated.

SHOWING BETTER RESULTS THAN ANY OIL EXTANT.

References furnished on application.

GALENA OIL WORKS (Limited),

FRANKLIN, PA.

CHAS. MILLER, Pres't and Gen'l Manager.

**TUDOR IRON WORKS,**

ST. LOUIS,

Manufacturers

**TRACK FASTENINGS**

For all Sizes T Rails.

Iron T. Rails 8 to 20 lbs.

**BELLEVILLE STEEL CO.,**

ST. LOUIS,

Manufacturers

Steel T. Rails 12 to 40 lbs.

Steel Nails, Slabs, and Billets.

FRANK J. HECKER, President.

C. L. FREER, Vice President and Treasurer.

**PENINSULAR CAR CO.,**

DETROIT, MICH.

Freight Cars of all Classes.

Car Wheels and Castings.

Capacity, 30 Cars per day.

**RAILROAD SIGNAL LAMP & LANTERN CO.,**

Sole Licensed Makers of

Blizzard Engine Lamp. Utility Tail Lamp. Spring Bottom Switch Lamp.

SELF-SUPPORTING STEEL-GUARD LANTERNS.

447 West 53d St., NEW YORK.

212 Phenix Building, CHICAGO.

AARON FRENCH, Chairman.

GEO. W. MORRIS, Gen'l Man'r.

D. C. NOBLE, Sec'y &amp; Treas.

JULIUS E. FRENCH, Vice Chairman.

P. N. FRENCH, General Superintendent.

**THE A. FRENCH SPRING CO. Limited,**

PITTSBURGH, PENN.

Elliptic and Spiral Springs of Every Description.

NEW YORK, 88 Boreel Building.

BOSTON, 52 Mason Building.

CHICAGO, Phenix Building.

IMPORTANT TO  
RAILROAD MANAGERS AND MASTER MECHANICS.**SIBLEY'S  
Perfection Valve Oil.**

Most perfect lubrication insured, and guarantee entire freedom from corrosion and honey-combing of Cylinders, and destruction of joints of Steam Chest by fatty acids.

In exclusive use upon eighty railroads. References furnished upon application.

Make exclusive specialty of Valve and Signal Oils for railroad use.

SIGNAL OIL WORKS,

J. O. SIBLEY, Pres't,

FRANKLIN, PA.

**ENGINEERS'****Transits and Levels**

—OF—

Improved Construction.

Tapes, Chains, Rods and Every Kind of Engineers' and Draughtsmans' Materials.

QUEEN &amp; CO.,

PHILADELPHIA.

Catalogue on application.

Established 1831.

**WASHBURN & MOEN MFG. CO.,**

OF WORCESTER, MASS.

Our Specialties:

Barbed Wire, Steel Wire Hay Bale Ties, Wire Rope and Cable.

Manufacturers of

IRON, STEEL AND COPPER WIRE for all purposes. Send for price list, circulars and descriptive pamphlets.

CHICAGO OFFICE and WAREHOUSE,  
107-109 Lake St.  
H. B. CRAGIN, Agent.**AMERICAN IRON AND STEEL WORKS.****JONES & LAUGHLINS, LIMITED,  
CHICAGO.**

Manufacturers of

American and Clair Bar, Hoop, Sheet and Plate Iron, Structural Shapes.

Cut Nails and Spikes. T. Rail—8, 12, 16, 20, 25, 30, 35 and 40 lbs. to yard. Patent Cold Rolled Shafting, Pulleys, Hangings and Couplings, Coil and Cable Chains. BESSEMER STEEL.

Branch Warehouse and Office:

Cor. Lake and Canal Sts., CHICAGO, ILL.

## A LITTLE NONSENSE.

He (feeling his way)—I—I wish we were good friends enough for you to call me by my first name. She (helping him along)—Oh, your last name is good enough for me.

Harry—Your remarks, Miss Jennie, are so spiced with wit that they quite take my breath away. Jennie—I'm glad of that, for your efforts with cloves have been flat failures!

Something happened to me yesterday that will never happen to me again, if I live to be a thousand years old," remarked Gilhooly to Gus de Smith. "What's that?" "I was forty years old."

Flossie is six years old. "Mamma," she asked one day, "if I get married will I have a husband like pa?" "Yes," replied the mother, with an amused smile. "And if I don't get married will I have to be an old maid like Aunt Kate?" "Yes," "Mamma," after a pause, it's a tough world for us women, isn't it?"

"I will be a sister to you," she said. "No," he replied, sadly; "I've got one sister, who wears my neckties, borrows car-fare, loses my hair brush, puts tidies all over the furniture in my room, and expects me to take her to the theatre twice a week. I think I'll go out in the world and forget you."



ADVICE TO THE NEW DOCTOR.

New Doctor—"I shall endeavor to do everything possible to win the confidence and approval of the people."

Old Resident—"Certainly; certainly, my dear doctor; but will you allow me to give you a word of advice."

New Doctor—"I shall be greatly obliged, my dear sir."

Old Resident—"Don't forbid your male patients to drink their beer and allow the women to drink their tea. This will make you exceedingly popular in this neighborhood."

A wealthy man was asked not long ago to subscribe to a worthy charity. "I should like to contribute," said he, "but I have \$800,000 in the bank not earning a cent and I really can't afford it."

"Do you believe in cures effected by the laying on of hands?"

"I certainly do. There is nothing like spanking to make a child behave itself."

Why does Mr. Lummix speak of the pawnbroker as his uncle?" asked Mrs. Trotter of her husband. "Are they really related?" "Oh, yes," replied Trotter. Their relationship is a clothes one."

Strange thing how Winks ever got the reputation of being a wit," said Jaggieby. "Why, the only decent thing he has gotten off all the evening is his \$80 overcoat and he owes his tailor for that."

"Why, hello, old boy. I haven't seen you since you were married. What are you doing now? Traveling for the house, I suppose?" "No, not exactly. Since the baby came I have become a floorwalker."

"Oh, John!" said Mrs. Smith, tearfully, "ma has cut her thumb dreadfully and the doctor says there's danger of lockjaw."

"He needn't be afraid of that," replied Smith sarcastically. "She'll never give her jaw a chance to lock."

"Grindstone, what do you understand the Delsartean system to be?"

"It is the system, KilJordan, which teaches that you never must scratch yourself in any place that itches."

A Missourian died the other day from having gorged himself with veal and hard cider. He was a member of seven societies, all of which have passed the customary resolutions throwing the entire blame for his removal on divine Providence.

"Ah," said the church reformer, sadly, "I never see a church fair like this without thinking of the money changers in the temple." "I don't see the resemblance," replied the young man, with equal sadness. "There's no money changing here; whatever you give 'em they keep."

"Your husband, I hope, Mrs. Upjohn," observed the good pastor, who was making his quarterly call, "remains consistent in his walk and conversation?"

"N-not quite," she replied. "When he has to get up in the night and walk with baby his conversation is dreadful."

A good joke is being told on a Snohomish preacher. While in Olympia the other day he remarked to a person to whom he was talking, that he had some property in Olympia, but sold it. The man confidentially informed him that he was a d— fool to do so. The Rev. gentleman's six foot form came up with a snap, and his Irish was up too, and turning to the man (whom he had never seen before) he said: "My friend, I want you to understand, before making any more remarks of that kind, that I am a minister of the gospel and a fellow countryman of John L. Sullivan."

The man hasn't been seen since.—Snohomish (Wash.), Sun.

Mrs. Porkly—"I often wonder how peop manage to understand each other in France." Mrs. Gotham—"How absurd." Mrs. Porkly—"I don't think it absurd at all. Both my daughters speak French and they can't understand each other."

Mr. Boaster—"I'd have you to know, Mr. 'Curly, that I come of genuine Bourbon stock; my family runs back to the time of Henry IV."

Mr. Curtly—"Well, I guess you'd be willing to run back that far yourself; if you couldn't get your bourbon any other way."

"There's one thing I like about the Episcopal church," said Higgins.

"What's that?"

"They let a man do these things which he ought not to have done and to leave undone those things which he ought to have done."

"Look here, young man," said the lately resigned conductor to the railroad editor. "I've always treated you white, haven't I?"

"You have."

"And when I resigned the other day didn't I tell you I worked for the company twenty years?"

"I believe so."

"And yet this is the kind of send-off you give me." And he laid the last issue of the paper on the table and pointed to the notice of his retirement which stated that he "had worked the company for twenty years."

"Can you cook?" he asked.

"Yes," she replied.

"Can you sew?"

"Yes."

"Can you wash and iron?"

"Yes."

"Will you be my wife?"

"No! What you evidently want is a hired girl."

George (to Johnnie, who is standing at the parlor door): "Why don't you come in, Johnnie?" Johnnie: "I d— sen't." George: "Why not?" Johnnie: "'Cause sister says if I come in I'll say something that'll drive you away, an' she don't want that to happen, 'cause ma says if she loses you she'll be on the shelf, sure pop."

## CONSTIPATION

Needs no other remedy than

## Tamar Laxative.

This refreshing medicine is made from the condensed fruits of the Tropics. TAMAR LAXATIVE will supply the most generous fruit diet and thus keep the bowels, liver, and kidneys in a healthy and normal condition. The neglect of regular habits, which might so easily be obviated by the use of

## TAMAR LAXATIVE,

is attended with more serious complications than is generally known.

With the bowels inactive and its accompanying disorders, the body invites all kinds of diseases, and there is no doubt that the average length of life would be prolonged if every one would avoid constipation by the use of TAMAR LAXATIVE. Sold at 50c per box by all druggists, or sent by mail on receipt of price by

**FROST & BROWN, Druggists,  
St. Paul, Minn.**

Want MONEY? or a HOME?  
Want WORK? or a FARM?  
Want to open a store in a growing town?  
Want to raise Live Stock?  
Want to know how to buy improved farms in a well settled region without paying cash!

Particulars and publications sent free by  
**F. I. WHITNEY,  
St. Paul, Minn.**

## FLOWERS.

Send to **MENDENHALL**, the Florist of the Northwest, for Plants, Cut Flowers, Bouquets, Funeral Designs, etc.  
15 Fourth St. S., MINNEAPOLIS, MINN.

## Superior, Wis.

We want the world to know that prosperity awaits the pluck, life and brains which find so little encouragement elsewhere.

We want the world to know there is no poverty in our city; that there is work and good wages for all worthy and capable men; that law and order have supreme control, and that taxes are down to the minimum.

We want the world to know everything that pertains to the business and social life of our wonderfully wealthy city.

Write and we will refer you to hundreds of our correspondents in the East, that have profited by investing through us.

**If at all possible you should pay a Visit to Superior this Summer.**

Call and we will extend the hospitality of our city. Maps and all information sent on application.

**We have the largest list of Inside Property and a splendid line of Acres.**

## BUTLER &amp; McCABE,

**916 Tower Ave.,  
West Superior, Wis.**









## DR. NELSON,

Cor. Washington Ave. and Third Ave. South,



REGULAR GRADUATE from 20 years' experience in Hospital and Private practice, is enabled to guarantee RADICAL cures in Chronic or Poisonous diseases of the Blood, Throat, Nose, Skin, Kidneys, Bladder and kindred organs. Gravel and Stricture cured without Pain or Cutting.

Those who contemplate going to Hot Springs for the treatment of any Private or Blood disease can be cured for one-third the cost.

**LADIES** By this treatment a Pure, Lovely Complexion, free from sallowness, freckles, blackheads, eruptions, etc., brilliant eyes and perfect health can be had. That "tired feeling" and all female weaknesses promptly cured. Bloating, Headaches, Nervous Prostration, General Debility, Sleeplessness, Depression and Indigestion, Ovarian Troubles, Inflammation and Ulceration, Falling and displacements, Spinal Weaknesses, Kidney Complaints and Change of Life. Consult the Old Doctor.

**NERVOUS,** Physical and Organic Weakness, Premature Decay, Evil Forebodings, Self-Distrust, Impaired Memory, Palpitation of the Heart, Pimples on the Face, Specks before the EYE, Ringing in the EAR, Catarrh, Threatened Consumption and every Disqualification that renders Marriage improper and unhappy, SPEEDILY and PERMANENTLY Cured.

**BLOOD and SKIN** — a disease most horrible in its result — completely eradicated without the use of mercury. Scrofula, Erysipelas, Fever Sores, Blotches, Pimples, Ulcers, Pain in the Head and Bones, Syphilitic Sore Throat, Mouth and Tongue, Glandular Enlargement of the Neck, Rheumatism, Catarrh, etc., Permanently Cured when Others Had Failed.

**URINARY** diseases. Recently contracted or chronic diseases POSITIVELY Cured in 3 to 8 days by a local remedy. No nauseous drugs used. Many cases pronounced incurable promptly yield to Dr. Nelson's Approved Remedies. Medicines Mailed or Expressed to any address free from observation. Charges fair. Terms Cash. Book and question list, 15c. A friendly talk costs nothing. Hours, 10 a. m. to 12 m., 2 to 3 and 5 to 8 p. m.; Sunday, 2 to 3 p. m., 226 Washington Avenue, South, Minneapolis, Minnesota.

## Galenic Medical Institute,

(Nearly Opposite Pioneer Press Building.)

67 East Third Street, - - ST. PAUL, MINN.



Established in 1861 for the cure of PRIVATE, NERVOUS, and CHRONIC DISEASES, including Spermatorrhea, or Seminal Weakness, Nervous Debility, Impotency, Syphilis, Gonorrhea, Gleet, Stricture, Varicocele, Hydrocele, Diseases of Women, etc.

The physicians of this old and reliable Institute especially treat all the above diseases — are regular graduates — and guarantee a cure in every case undertaken, and may be consulted personally or by letter.

Sufferers from any of these ailments, before consulting others, should understand their diseases and the latest improved treatment adopted by our Institute, by reading our books.

THE SECRET MONITOR and Guide to Health, a private Medical Treatise on the above diseases with the Anatomy and Physiology of the Sexual System, in Health and Disease, containing nearly 300 pages and numerous illustrations, sent to any address on receipt of reduced price, only Twenty Cents, or value in one or two cent stamps. Pamphlets and chart of questions for stating case sent free.

All business strictly confidential. Office hours from 8 A. M. to 6 P. M., Sundays excepted. Address letters thus: GALENIC INSTITUTE, ST. PAUL, MINN.



W. F. ELWESS, 687 Wabasha St., ST. PAUL, MINN.

## THE SOLID STEEL CO.

Steel Castings,

Brake Shoes, Cross Heads, etc.

ALLIANCE, OHIO.



## RICHARD DUDGEON,

24 COLUMBIA STREET, NEW YORK,

MAKER AND PATENTEE OF

## Improved Hydraulic Jacks,

PUNCHES, BOILER-TUBE EXPANDERS,

## DIRECT ACTING STEAM HAMMERS,

Communications by letter will receive prompt attention.

Jacks for Pressing on Car Wheels or Crank Pins Made to order

CHAS. A. OTIS, THOS. JOPLING, J. K. BOLE, Managing Directors.

## The OTIS STEEL CO., Limited,

Manufacturers of

CAST STEEL, Boiler, Fire Box, and Tank Plates, Steel Driving, Truck, Tender, Car Axles and Forgings. CLEVELAND, OHIO.



## The ROBERT W. HUNT & CO. BUREAU OF INSPECTION, TESTS and CONSULTATION.

INSPECTION of Rails, Fish Plates, Cars and other Railway Materials, Chemical and Physical Laboratories.

ANALYSIS of Ores, Irons, Steels and Oils. CONSULTATION on Iron and Steel Metallurgy and Construction.

Principal Office, THE ROOKERY, CHICAGO. Branch Offices, Hamilton Building, PITTSBURGH; No. 328 Chestnut Street, PHILADELPHIA; No. 80 Broadway, NEW YORK.

ROBERT W. HUNT, M. Am. Soc. C. E., M. Am. Inst. M. E., M. Am. Soc. M. E., late Gen. Sup. Troy Steel and Iron Co.

JOHN J. CONN, Engineer of Tests; A. W. FIERO, Insp'g Engineer; G. W. G. FERRIS, C. E.; JAMES C. HALLSTED, C. E.; WM. F. GROWAU, C. E.; D. W. MCNAUGHER, C. E. — Northwestern Agents for Riehle Bros. Testing Machines.



BELTING, OIL & LATHYARNS,

TWINES, CORDAGE & WIRE ROPE,

202-208 S. WATER ST.

CHICAGO.

## THE MURPHY VARNISHES.

Distinct Grades especially adapted for

Railway Cars, Carriages, Pianos, Fine Furniture, Public Buildings and Private Dwellings.

MURPHY & COMPANY, 22d & Dearborn Sts., Chicago,

NEWARK, N. J., NEW YORK, CLEVELAND, ST. LOUIS.

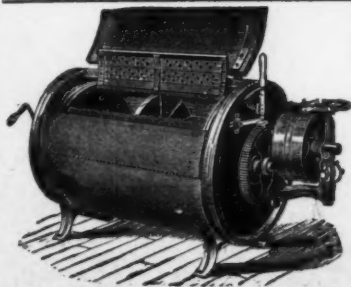
## CARY-OGDEN & CO.,

Successors to CARY, OGDEN & PARKER, CHICAGO, Manufacturers of

Highest Grades of PAINTS and COLORS on the Market

For Exterior and Interior Decorations.

Descriptive Circulars on application.



## Empire Laundry Machinery Co.,

189 Washington St., CHICAGO, ILL.

LAUNDRIES, HOTELS AND INSTITUTIONS

Supplied with Complete Steam Outfits.

References: Palmer House, Chicago; Land & River Improvement Co., West Superior; Northern Pacific R. R. Co., St. Paul.

Send for Illustrated Catalogue.

"OH, HE IS LUCKY," Is said of the man who invested in Superior Real Estate, and made a fortune. But 'twas not luck; 'twas foresight. Look at the geographical location of Superior and you will realize its advantages. Write for information to GEO. D. MOULTON, 821 Tower Ave., West Superior.

## Butte, Montana,

The Commercial, Railway, Mining, and Financial Center of the New Northwest. The most prosperous community on Earth.

Produced in the year 1889, in Gold, Silver and Copper, over \$22,000,000.

Estimated product for the year 1890, over \$25,000,000.

Population over 40,000.

Real Estate pays a better return on the investment than any city in America. For reliable information concerning Butte and its marvelous resources, apply to

**H. L. HAUPT, Manager, with MANTLE & WARREN, Real Estate, Mining and Financial Brokers.**

## MALLEABLE IRON CASTINGS

TO ORDER. DAYTON MALLEABLE IRON CO. DAYTON, O.

### Great Falls Realty.

We have for sale Improved and Unimproved CITY and ADDITION Properties; good list of paying Mining Stocks.

BURGHARDT & FRARY,  
Room 18 Dunn Block, Central Avenue,  
GREAT FALLS, MONT.

### GAS PIPE and WATER.

WEST SUPERIOR IRON AND STEEL CO.,  
West Superior, Wis.



131 East Third Street, ST. PAUL.  
201 Nicollet Ave., MINNEAPOLIS.  
Send for price list. Mention this Magazine.

### New Indexed Pocket Maps.

Oregon, 25 Cents.  
Washington, 25 Cents.  
Montana, 25 Cents.

Montana, Large County, Township and Railroad,  
Indexed, \$1.00.

Maps and Guides of all Countries and States sent post-paid upon receipt of price.

RAND. McNALLY & CO.,  
148-154 Monroe St., CHICAGO.

### GEORGE FULLER, RAILWAY & MATERIAL.

### Mining and Street Rails.

SPIKES and FASTENINGS.

Cast and Wrought Iron Pipe.

Shipments direct from Mills.

356 & 357 Drake Block, - - ST. PAUL, MINN.

### CHAS. J. MOSS & CO.

### FIRE BRICK,

Cupola Blocks, Tank Furnace Blocks, Locomotive Linings,  
Stove Linings, Vitrified Paving Blocks, etc. Imported and  
Domestic Fire Clays. General Agents for Savage Fire  
Brick Co., Christy Fire Clay Co., Smith, Porter & Co.,  
(W. Va.), Montezuma Fire Brick Co.  
97 Dearborn St., CHICAGO.

### F. C. WELLS,

Manufacturer of

### STEAM PUMPS,

116-122 S. Clinton St., CHICAGO.

### FOR FULL INFORMATION

In regard to any particular Section of the Northern Pacific Country,  
Rates, Routes, Tickets, Time-Tables, Etc., call on or  
address any of the following Agents:

#### GENERAL AND SPECIAL AGENTS.

A. D. CHARLTON, Asst. Genl. Pass. Agt., 121 First St.,  
Portland, Or.  
JAMES C. POND, Asst. Genl. Ticket Agt., St. Paul, Minn.  
B. N. AUSTIN, Asst. Genl. Pass. Agt., St. Paul, Minn.  
Geo. R. Fitch, Genl. Eastern Agent, 319 Broadway,  
New York.  
C. B. KINNAN, Eastern Pass. Agent, 319 Broadway,  
New York.  
J. L. HARRIS, New England Agt., 306 Washington St.,  
Boston, Mass.  
E. R. WADSWORTH, Genl. Agt., 210 South Clark St.,  
Chicago, Ill.  
A. ROEDERHIMER, Genl. Agt., Cor. High and Chestnut  
Sts., Columbus, Ohio.  
G. G. CHANDLER, Genl. Agt., Headquarters Building,  
621 Pacific Ave., Tacoma, Wash.  
C. E. STONE, Ticket Agt., 162 East Third St., St. Paul.  
G. F. MCNEIL, Ticket Agt., 19 Nicollet Block, Min-  
neapolis.  
J. W. CORIA, Agt., Ashland, Wis.  
F. A. GREENE, City Ticket Agent, Duluth, Minn.  
JOHN C. ROBINSON, Ticket Agt., Union Depot, Duluth, Minn.  
H. SWINFORD, Genl. Agt., Depot Bldg., Water St., Winni-  
peg, Man.

#### DISTRICT PASSENGER AGENTS

C. E. BRAY, 306 Washington St., Boston, Mass.  
J. H. ROGERS, Jr., 47 South 3rd St., Philadelphia, Pa.  
THOS. HENRY, 123 St. James St., Montreal, Canada.  
THOS. RIDGEDALE, 79 & 81 York St., Toronto, Ont.  
Geo. D. TELLER, 44 Exchange St., Buffalo, N. Y.  
W. F. SHERWIN, Elmira, N. Y.  
D. W. JACOWITZ, 42 Jackson Place, Indianapolis, Ind.  
A. A. JACK, Cor. Larnard and Griswold Sts., Detroit, Mich.  
T. D. CAMPBELL, 144 Superior St., Cleveland, Ohio.  
T. L. SHORTELL, 104 North 4th St., St. Louis, Mo.  
O. VANDERBILT, 403 Locust St., Des Moines, Iowa.  
J. J. FERRY, 132 Vine St., Cincinnati, Ohio.  
T. S. PATTY, Chattanooga, Tenn.  
JOHN N. ROBINSON, Grand Central Station, Chicago, Ill.  
C. G. LEMMON, Grand Central Station, Chicago, Ill.  
T. K. STATELER, 638 Market St., San Francisco, Cal.  
J. M. HANNAFORD, General Traffic Manager, St. Paul, Minn.  
CHAS. S. FEE, Genl. Pass. and Ticket Agt., St. Paul, Minn.

### GRIFFIN WHEEL & FOUNDRY CO.,

CHICAGO, - - ILLINOIS,  
Manufacturers of

### Chilled Iron Car Wheels

OF ALL SIZES FOR

Freight, Passenger and Engine service, Horse, Cable  
and Electric Street Cars, and Lumber,  
Logging and Mining Cars.

**Ground and Balanced Wheels a Specialty.**  
These wheels are mechanically perfect, being made  
with the greatest care, carefully bored, ground to a circle  
with a true relation to the centre; then balanced to a  
pound and carefully sized. Result: Smooth riding, less  
fringe wear, less power to move, distribution of wear of  
brakes, longer life to wheels, rails and cars, and conse-  
quent economy, with only a slight advance over first cost  
of ordinary cast iron wheels.

GEORGE FULLER, Resident Representative,  
Drake Block, St. Paul

**8% OF INTEREST NET TO INVESTORS**  
on 1st Mortgages on fine Minnesota Farms.  
7 to 8 per cent on inside residence property  
and 6 per cent on glitged 1st Mortgages on  
Business Property in Minneapolis and St.  
Paul, Minn.

Population, 300,000.

Total Assessed Valuation, \$259,000,000.

Having had large experience, and keeping thoroughly  
posted in relative values of property in and around the  
Twin Cities for the past eight years, gives me advantages  
in placing money for safe investments on staple securi-  
ties at conservative valuation. For sale fine modern  
Tenement, pays 8% per cent net on \$55,000; easy terms.  
Bargains in Acres, Residence and Business Property.  
Write for information, which will be cheerfully given.  
References from bankers and leading business men of  
Minneapolis, Minn., furnished on application.

I. A. OLSEN, Loan & Trust Bldg., Minneapolis, Minn.

### City of SUPERIOR, Wisconsin,

Located at the extreme West end of Lake Superior, at  
the farthest point inland, upon the great chain of inland  
seas, it is destined to become one of America's great cities

In has grown in three years from 1,500  
Population to 15,000.

For further information apply to

**ELMER E. BARTON,**  
Real Estate & Investments.

Established, 1883.

WEST SUPERIOR, WISCONSIN.

Stylograph Letter Books, two copies  
at one writing.

Traveling Salesman's Duplicate and  
Triplicate Order Books.

Duplicate Shipping Books.

Railway Train Orders and Manifold  
Supplies.

MANUFACTURED BY

**J. S. McDONALD & CO.,**

22 to 28 Randolph Street, CHICAGO.

### THE BAKER HEATER CO.,

Sole Proprietors and Manufacturers of

**THE FIRE-PROOF BAKER CAR HEATER,**

**THE PERFECTED BAKER CAR HEATER,**

and all Improvements on

**THE ORIGINAL BAKER CAR HEATER.**

Works: Greenwich and Twelfth Sts., New York.

Office: 799 Greenwich Street, New York.

W. C. BAKER, President.

### DRAKE & WIERS,

CLEVELAND, OHIO.

### Asphalt CAR Roofing.

The Cheapest, Best and Most Durable Car Roof  
Known. In use by over Sixty Railroads. Ten years  
successful use without a single failure. A new roof fur-  
nished Free for every one that fails in ten years.

J. P. ELMER, Northwestern Agent,  
St. Paul, Minn.



